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PACIFIC OCEANIC FISHERY
INVESTIGATIONS

SEPTEMBER 1952

PACIFIC FISHERMAN

P.70

SEP 24 1952

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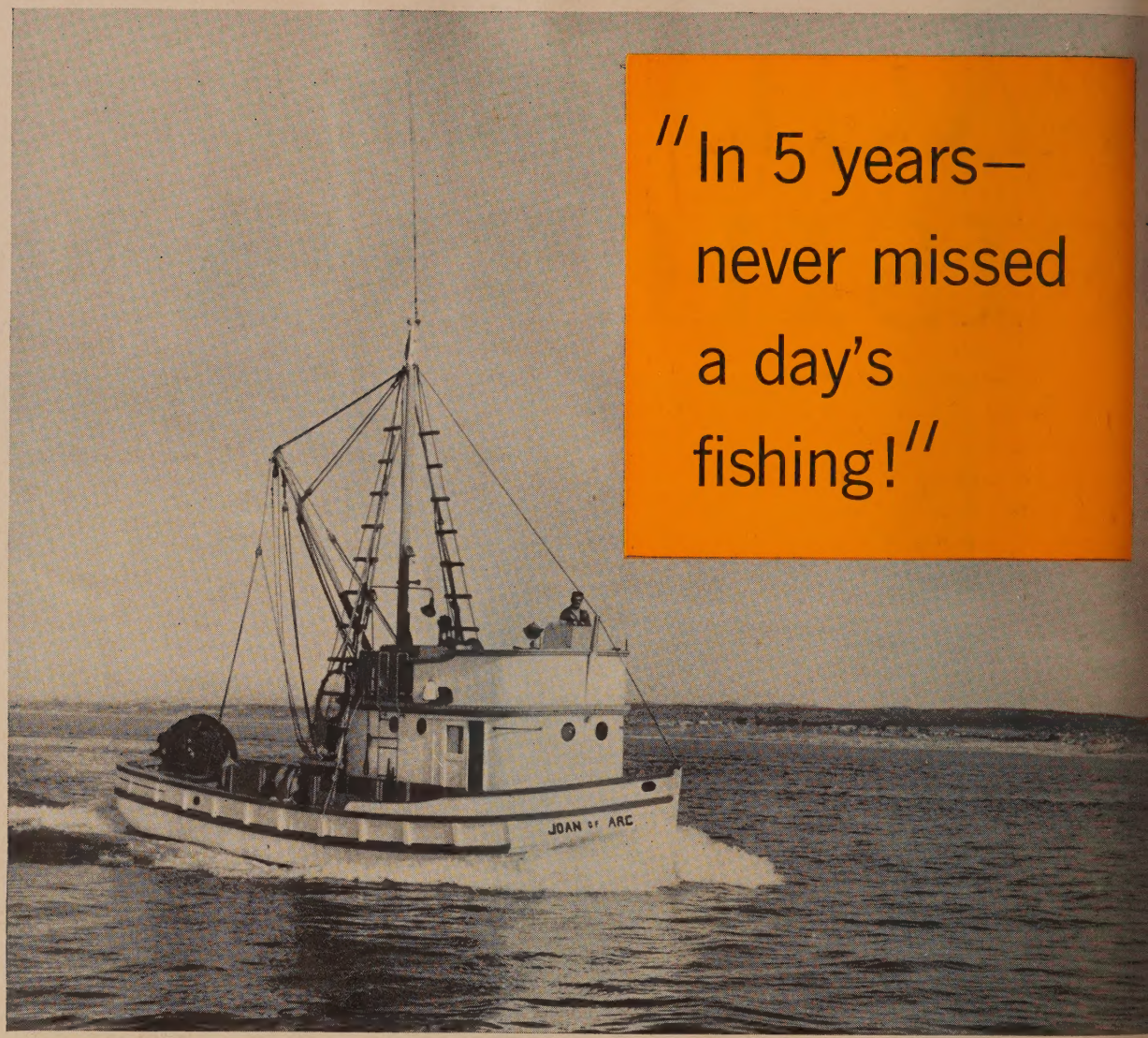
BOATS BY THE SHIPLOAD

One of the spectacular transport achievements which stand-out in the spectacular history of Alaska salmon canning was the movement of some hundreds of new-built power gillnetters to Bristol Bay in the days immediately preceding the opening of the 1952 fishing season. These trim, taut 32-footers went north by the shipload. Her hold full, here the Alaska Steamship Co. motorship "Square Sinnet" tops-off her deckload to give a cargo totalling 52 gillnetters. The specimen which the crane swings aboard is typical of the modern Bristol Bay gillnetters, although many models are represented in the new fleet. These boats average about $7,250 each, ready to operate, and their numbers run high into the hundreds.



"In 5 years—never missed a day's fishing!"

WHEN the fish are running, so is Vince Altavilla's baby purse seiner at Monterey, Calif. A "Caterpillar" Diesel D8800 Marine Engine never has missed taking his *Joan of Arc* out to sea on schedule.

"In 5 years, I've never missed a day's fishing," he says. "Fuel costs are so low I wouldn't own any other engine. It's a good deal to own a 'Caterpillar' Diesel. Just push a button and away we go!"

The *Joan of Arc* is 47′ x 14′ x 7′ with a 26-ton capacity for sardines, mackerel and squid. Swinging a 34″ x 36″ wheel, she makes 8 to 9 knots. Power for winches is taken from the front of the engine.

Open-handed when it comes to work, the D8800 Marine Diesel is a tightfisted slugger when it comes to fuel. Mr. Altavilla spends only 50 to 55 cents an hour to operate his "Cat." He has yet to spend his first cent on repairs.

"Cat" Marine Diesels offer shipshape performance and pinchpenny economy because they are matched with your boat. You have a choice of 12 sizes ranging up to 400 HP for continuous, non-stop duty. You have a choice of reduction gear ratios. You can select the proper propeller rotation and engine attachments to tailor the engine to your needs.

See your "Caterpillar" Dealer for the engine of your choice. With a dependable "Cat" Diesel you won't be sitting at the dock when you should be out to sea fishing.

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CATERPILLAR

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Diesel Marine Engines

PACIFIC FISHERMAN

A Miller Freeman Publication

50 No. 10

SEPTEMBER, 1952

TABLE OF CONTENTS

:oma", Australia's First Seiner 16
r Tariff Forces Re-group 18
ırsion Inlet Back on Its Feet 19
Camp's New Sardine Cannery 20
IFIC FISHERMAN'S NEWS 25
rage Operating Costs of Albacore Craft 35
erican Seiners Defend Netting Imports 49
chandising Leverage of Smaller Salmon Cans 57
len S", Southern California Clipper 59
k to Your Package for Increased Sales 61
OD FISH MARKETING 65
anese Tuna Fleet Working Conditions 70

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Central Alaska Salmon Pack Approximates Average Figures

Better-than-average results in the Kodiak Island district Pink and Chum salmon fisheries served to sustain the Central Alaska canned salmon production total for 1952, and brought that area to the closing dates for the main season in a relative good position from a pack standpoint.

The South Side of the Peninsula, with about a quarter-million cases, was above its 5-year average of 224,000 cases. Chingnik's pack of around 85,000 cases was narrowly below its 106,000 average. Kodiak's pack apparently was running somewhat above its 436,000-case average; but it seemed unlikely that Cook Inlet could quite attain its 290,000 average. Prince William Sound was in its off-year, so averages are meaningless, but its 100,000 cases in the first week of the season didn't appear too bad.

Presstime found Southeast Alaska mid-way in its season, with the presumably most productive weeks still to come. However, low water in the streams had already produced extra closures costing four full fishing days, with the possibility of further curtailment.

Puget-Fraser Sockeye Catch Well Above Previous Cycles

Sockeye catch for the combined Puget Sound-Fraser River fishery by the end of the first week in August was running well ahead of the total for any of the recent cycle years, having passed 2,005,000 fish, with the run continuing moderately. By presstime American catches had dwindled to the extinction point, but the Canadians were still getting fish, and apparently were headed for a majority of the seasonal take.

With the Sockeyes running almost exactly 10 to the case, it is easy to figure that the American pack would run somewhat above 100,000 full cases of Sockeyes.

Puget Sound fishermen agreed to a price of 16c per lb. for Silver salmon from Aug. 16 to Oct. 5, with the provision that the price should rise 1c per lb. for each $1 increase in selling price per case above a basic figure of $20 per case of 1-lb. talls.

The Puget Sound Silver salmon price in 1951 was 20c.

San Pedro Fishermen's Fiesta Scheduled for Sept. 19-21

The 6th annual Fishermen's Fiesta will be held in San Pedro, the world's largest commercial fishing port, Sept. 19-21.

John Real, Fishermen's Cooperative Assn. manager and fiesta chairman, said this year's fiesta highlights will include a "Ladies Day," a square dance on Fishermen's Wharf; a street parade and street dance; a solemn high mass of Thanksgiving; blessing of the fishing fleet; and parade of approximately 100 decorated purse seiners in Los Angeles harbor. The boats' decorations will conform to the parade's theme: "Musical Memories."

A skipperette, traditional queen of the fiesta, will be selected to reign over the colorful pageantry. Mayor Bowron is honorary chairman of the event.

More than 150,000 persons witnessed the spectacle last year, with an additional half million persons viewing it on television.

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For over 70 years fishermen in all waters have found from experience that Ederer Netting is practically custom built for every type of inland water and deep sea operations. You can cash in on Ederer Netting because they are made to stand up under the heaviest loads regardless of the type of commercial fishing you do . . . . It will pay you dividends to contact one of the Ederer dealers listed below . . . They are thoroughly experienced and equipped with a full stock of Ederer Netting for every type of commercial fishing.

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CONTINENTAL CAN GIVE YOU ON-TIME DELIVERY

No matter where you operate, up and down the Coast, there's a Continental can plant handy to you. That means on-time delivery of the containers you need, when you need them—and quick availability of skilled technical service in any season.

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This outboard motor has been in continuous operation since 1929. Like its owner, shown here, thousands of commercial fishermen all over the world swear by the DEPENDability and ruggedness of Johnson Sea-Horses. Here's what some of them say:

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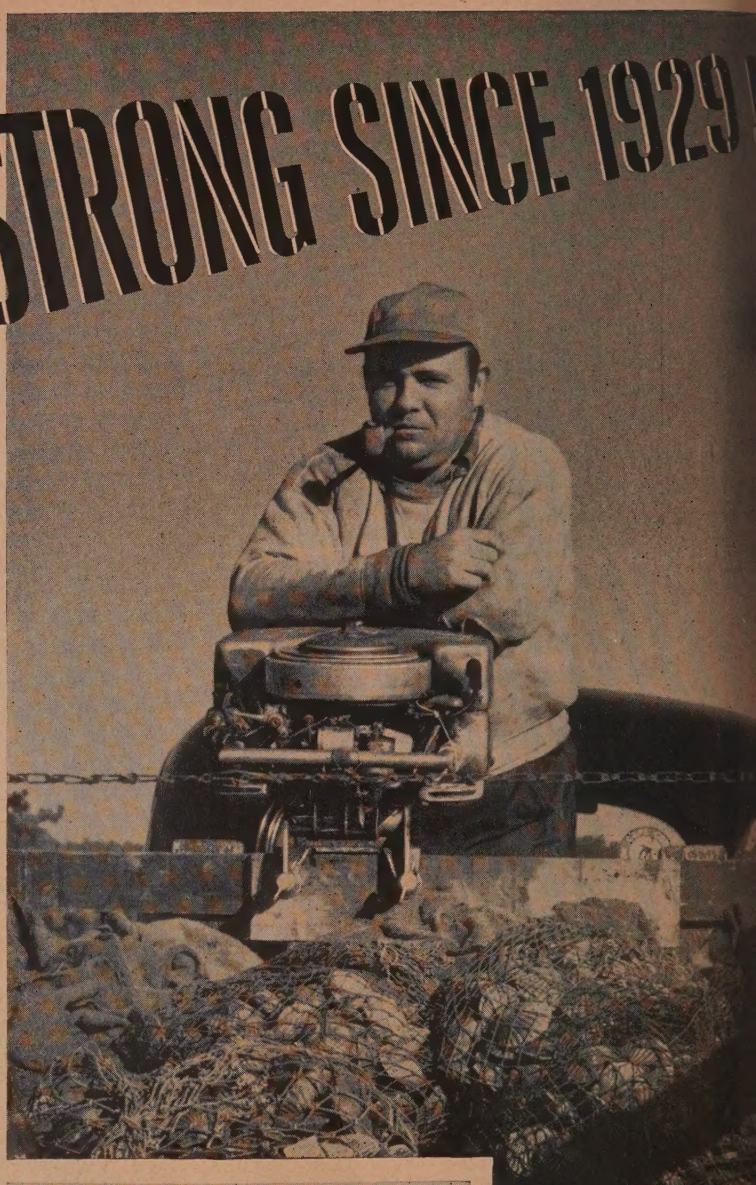
"I wouldn't trade my Johnson for any other outboard in Pass Manchac."

"Our Johnson outboard has never given us a bit of trouble, and it's been used constantly in bait shrimp fishing in Lake Ponchartrain."

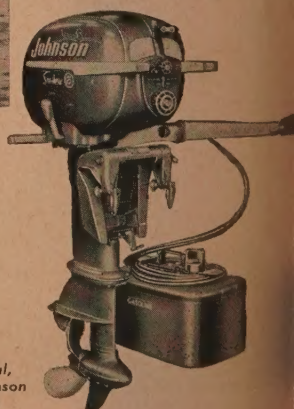
With Johnson outboard motors you can convert your small or medium-sized boats into DEPENDable power boats—at a fraction of the cost of inboard installations; operation, too, is far more economical. You can transfer your power from boat to boat—it's portable! And you can maneuver in close quarters and shallow water with ease.

See your Johnson dealer. Ask him about the many outstanding Johnson features such as Gear Shift, Mile-Master Fuel Tank, Synchro Twist-Grip Speed Control, and Angle-matic Drive. Look for his name under "Outboard Motors" in your classified phone book.



Above: *Scallop fisherman, H Bassett, and his 1929 model K Johnson which has been in cont uous commercial use for 23 yea*

Left: *Irvin Stenge, shrimp fisherman. His 16-ft. skiff is dependably powered by a 6-year old 5 hp. Johnson.*



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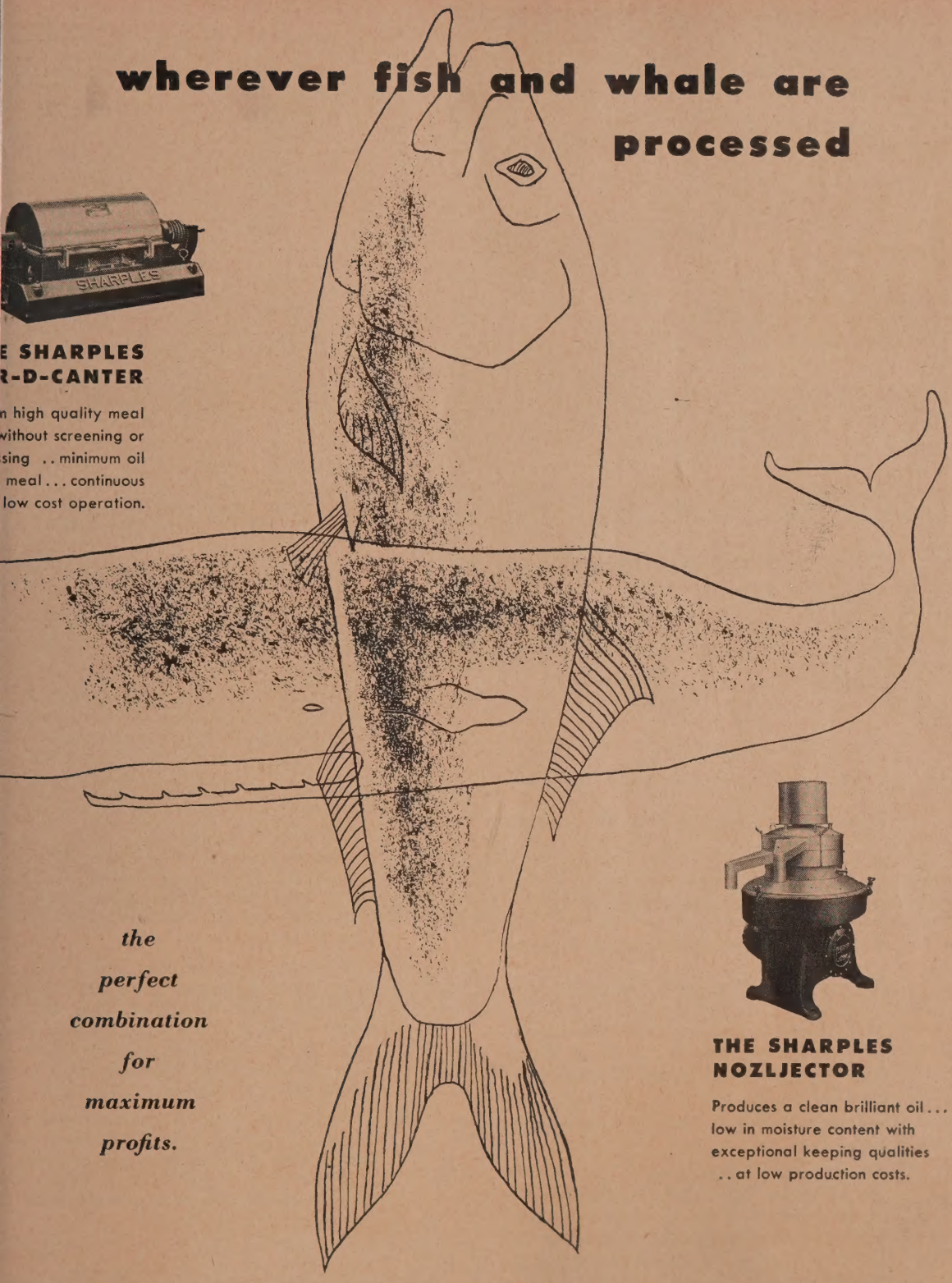

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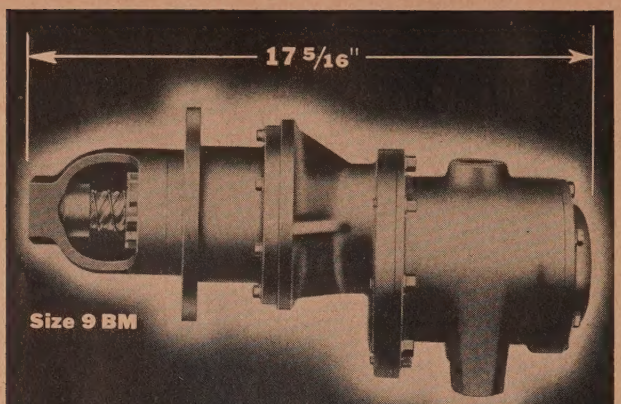

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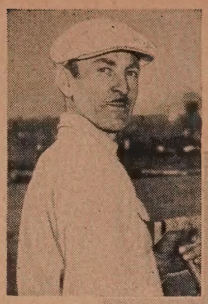
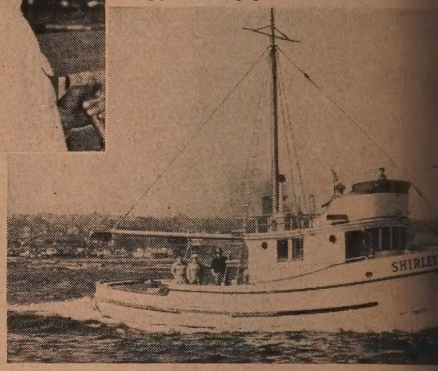


Ray Thomassen, owner and operator "Shirley." Powered by a 105-hp Cummi the "Shirley" has a 42 x 27 wheel, Mo peller shaft, shaft coupling bolts, and ste ing lag bolts. Built by the Sagstad Ship Seattle, Washington, she plows one of rugged fishing grounds in the world.



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Experienced Alaskan fisherman Ray Thomas fers Monel® for his trim ship "Shirley"... appr port... or plowing through heavy seas.

She's a 48-footer, built by the Sagstad Ship Seattle, Washington, and her area of operatio Petersburg, Alaska, is one of the most treach the world.

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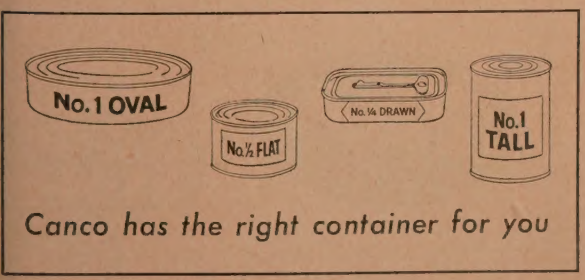
But even more important than Canco's many services to fish-canners all along the production line is the fact that, *whatever* your container needs, Canco has the *right* container for you.



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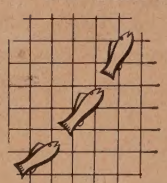

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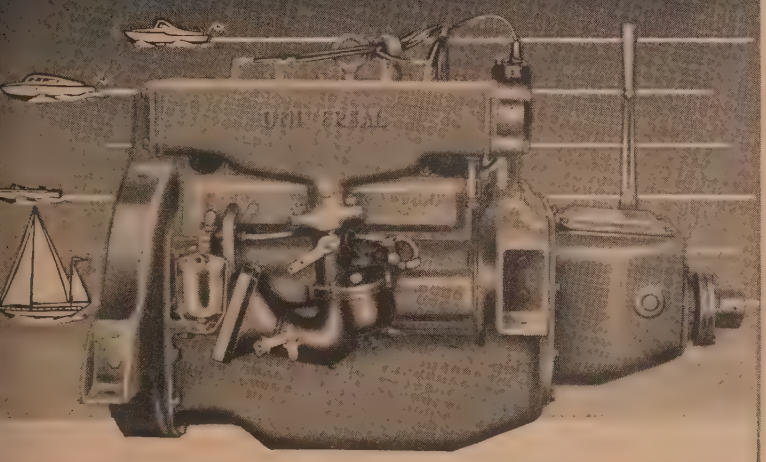

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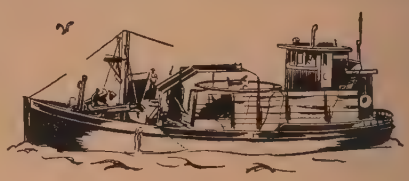

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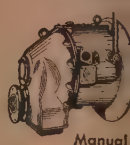

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Endowed with highly specialized leg muscles, the kangaroo is able to make tremendous flying leaps—even with Junior perched in the rumble seat.

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". . . trolling for salmon was found to be very successful and the discovery was quickly taken advantage of by anglers and commercial fishermen. The fish are taken in two ways—by trolling with spoon with and without bait, and with baited hook used at a considerable depth with a heavy sinker. . . . Usual sailing speed in trolling is four miles per hour and the average size of salmon taken is a little over 20 pounds. Twenty-five fish are considered a good day's catch for one hook. . . ."

HOOK AND LINE FISHING FOR PACIFIC SALMON, A. B. Alexander, 1902

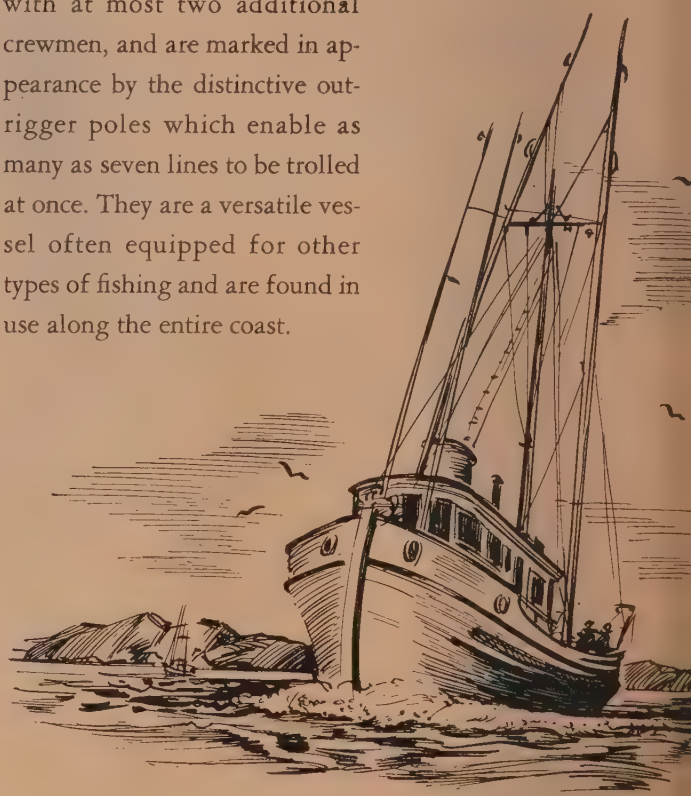
"About 1912, fishermen along the lower Columbia River discovered salmon could be taken by trolling off the bar. A number of them went into business regularly. Some idea of the growth of this fishery . . . may be gained when it is stated that in September 1915 about 500 boats engaged in it. It is reported that in 1919 over 1,000 boats were engaged in trolling here. . . .

"The most remarkable trolling region is in southeast Alaska. For some years the Indians here had been catching king salmon for their own use. . . . Observing the Indians catching these several white fishermen decided to engage in the pursuit, shipping the product fresh to Puget Sound ports. They met with such success that 271,644 pounds, valued at $15,600 were shipped. The next year (1906) several of the mild-cure dealers established plants in this region. . . ."

PACIFIC SALMON FISHERIES, John N. Cobb, 1921

TROLLERS—NUMBER ONE COMMERCIAL FISHING VESSEL ON THE COAST TODAY...

Today there are more trollers operating on the Pacific Coa than any other type of fishing vessel. They number betwe seven and eight thousand and are commonly from 45 to 57 fe in length. Average cost of a troller today falls between $40,0 and $57,000, not including their fishing gear. These have eith gasoline or diesel engines of up to 150 h.p. They are generally fished by the owner-skipper, with at most two additional crewmen, and are marked in appearance by the distinctive outrigger poles which enable as many as seven lines to be trolled at once. They are a versatile vessel often equipped for other types of fishing and are found in use along the entire coast.



KEEPING AHEAD of the constantly changing requirements for vessel equipment, fishing gear and cannery supplies is a habit of 55 years standing with

PMS Since 1897

Pacific Marine Supply Co.

Quality Merchandise and Genuine Service

1213-1223 WESTERN AVE., SEATTLE 1, WASH.

almon Interest wings to Pinks As Season Peaks

th it obvious that the 1952 pack of Red salmon d be in the vicinity of 1,250,000 cases—and probably rger than 1,300,000 cases at the outside—production est at presstime was centering on Pinks, with Chums ng some of the spotlight on the basis of an excep-lly good early pack.

ter a most discouraging early-season start, Kodiak d had some exceptionally good Pink fishing, and esstime was still yielding very well.

e Southeast Alaska fishing made few headlines the early opening, but produced steadily. Just esstime there were some signs of weakness in the ys-early Icy Strait district and the Fish and Wildlife ce applied some extended closures to get escapement.

sults of the Prince William Sound season to time of ng had been moderately disappointing, the extremely pening of the 1952 season to presstime having failed oduce the results which had been anticipated. How-there then was still time.

KOGGIUNG KONKLAVE — Bristol Bay gillnetters readying for operations at the Libby, McNeill & Libby cannery of Koggiung during the 1952 fishing season. Libby power boats, new and conversions, cluster about some of the old sailboat type.
Photo by John R. Gilbert.

ol Bay Shortage ed to Small Fish

stol Bay's disappointing yield of traces essentially to the small f the individual fish—in the view ne of the closest and most com-t observers.

amination of the scales of the Bristol Reds showed that the was composed largely of fish only two winters in the sea—in words, the small-sized type of ol Bay fish dominated.

ile full opinions have not yet formulated, the disappointing ex-ice of 1952 has contributed ma-ly to scientific understanding of ristol Bay Red salmon cycles.

nmenting on these points just after the season closed, Dr. W. F. Thompson, director of the Fisheries Research Institute, who spent the summer actively in the field, said:

"The biological pattern is emerging. The peak of research progress is quickening."

Small size of the Bristol Bay fish this year is shown by the fact that it required from 13½ to 13¾ fish to pack a case—where 12 fish is generally regarded as a pretty good normal for the bay.

The 1952 experience on the Nushagak and Ugashik Rivers of the Bristol Bay region was particularly disappointing, and these fisheries were closed in mid-season to protect the escapement. The four canneries on the Nushagak secured only about 55,000 cases of Red salmon. On the Ugashik the pack approximated 20,000 cases for the one active cannery.

Freezerships' Production 80-90,000 Full Cases

The 18 freezerships which operated in Bristol Bay in 1952 secured packs which were expected to produce from 80,000 to 90,000 cases of canned Reds. This discounts the loss of the fish in the cargo of the *Sundown,* which struck a reef and was lost in Unimak Pass on her way down.

The freezers were all having their fish canned by mid-August—at Seattle, Everett, Anacores and Kodiak

Island. The pack was going almost exclusively into talls, in marked contrast with 1951, when the great majority of the freezership fish were packed in halves.

S. E. Alaska Early Yield Short of Hopes

Early opening of Southeast Alaska fishing in the Icy Strait and Anan Creek waters — which were opened July 24, instead of Aug. 4, as provided by regulations; and of other districts July 28, yielded somewhat less than had been anticipated on the basis of the closed-period showing of fish on which the early-opening order was predicated.

Fishing was fair, but not at all flush, and opinion generally was that the runs of Pinks which had encouraged the early opening had passed above the markers before it became effective. Others did not follow in volume immediately.

A good many Puget Sound seine boats were persuaded to rush north with the announcement of the early opening—and most of those who did so missed out on the flush Sockeye fishing which occurred on the Sound coincidental with the opening in Alaska.

Kodiak Comes Through

Some very nice Pink salmon fis developed in Kodiak Island wa during the late days of July, and served to increase that area's pro tion, putting a much brighter ligh the island district's prospects.

The flush fishing saw Kodiak's pack double each week for three cessive weeks—but it fell-off sha toward the end of the first full w in August.

Cook Inlet experienced an up-s of fishing for several days on sides of August 1, but tended to behind recent years.

SOCKEYE VAGARIES OF '52

Early swelling of the Chilko run of Sockeye salmon to the Fraser River in the last full week of July sent hopes rocketing for a possible Bonanza season—but the run peaked then, instead of rising normally into August; and Puget Sound and Fraser River fishermen and packers had to be content with a season short of greatness, although much better than the cycle years from which it sprang.

The aggregate Canadian catch fell somewhat short because the B. C. fishermen were on strike for four or five days at the time when the best run of the season was passing through their seining area. The early-running Chilkos caught the strikers unaware; and the Canadian authorities rejected a plea for elimination of weekly closed periods to compensate for the strike loss.

July Fishing Good

Fishing in U. S. waters for the week ending July 25 resulted in a record catch of almost 400,000 Sockeye. According to Loyd Royal, director of the Sockeye Commission, this is probably the best catch in U. S. waters as of that date for any year since at least 1917.

"The U. S. catch of 108,000 on July 24 and 137,000 on July 25 indicated one of two things," stated Mr. Royal. "Either that the Chilko run was at least three days earlier than normal or that an exceedingly large run was in the offing for the following week which is the normal time for the Chilko run to pass through U. S. waters."

(The next few days proved that the Chilko run was early, and that the July 24-25 catches were not the forerunner of a great flood of fish.)

Vigorous Fishery Administration

An interesting aspect of the Fraser River Sockeye season lay in the vigor of administrative management. On July 24, with a mass of Sockeye entering the Fraser proper as result of Canadian suspension of fishing in a dispute over prices, Loyd A. Royal, director, asked the commission to provide an additional 24 hours of gillnet fishing in the river.

This was done, and in one day the Canadians caught over 200,000 fish—almost as many as they had caught in the entire season to that date.

The special opening was not ordered for the purpose of balancing the Canadian and American catches, and of off-setting the effects of the strike —but to catch-up what was considered an over-escapement of the particular race then entering the river. The scientists did not wish to have the relatively restricted gravels to which that race was heading overspawned with the tail-enders, the late-coming, unproductive fish from the declining days of that racial run.

Extraordinary Size Noted

The early part of the Fraser River run produced fish of extraordinary size — some Sockeyes weighing 15 pounds being actually weighed by responsible observers. Later in the summer these exceptionally large fish disappeared, but to the close the average was high. It is probably true that the *average* during the early part of the run was not particularly high, despite the presence of the exceptional fish. This was due to the fact that there were a good many "jack" Sockeyes in the catch at the same time as the out-sized fish were taken. Later in the season the percentage of "jacks" fell-off.

Sockeye Seining Marked By Spotty Fortune

Sockeye seining on Puget Sound through July and well into August bore some peculiarities—particularly in its spottiness. Canneries reported consistent irregularity in deliveries, with a small fraction of their boats delivering a large portion of the catch, day after day. No; the high-boats were not consistent leaders, and the best catches seemed to be dished out by luck. Fishermen thought the Socks were travelling in tight pods, ra than in substantial schools.

U. S. fishing intensity, so fa seiners was concerned, dropped about 50 percent soon after the of August owing to the diversio Alaska. On July 25, 199 U. S. p seines, 190 gillnetters and 50 reef landed fish. At July 31 there wer Canadian seiners operating.

By Aug. 10 the American p seiner fleet was decimated as the b went north in squadrons to get-i few weeks of Pink salmon fishin the southerly waters of Alaska.

Carlton Crawford Heads Americas' Shrimp Assn.

Carlton Crawford was elected pr dent of the Shrimp Association of Americas at the annual meeting in Mexico City, July 17 and 18. Pe Pinzon, head of Cia. Refrigera del Noroeste, Mazatlan, was ch vice president; J. R. Clegg, Port vaca, treasurer; and Hector Ferre head of Pesquera E Industrializad S. A. Guaymas, secretary.

A new board of directors was c en. From the Mexican Camara: Ma icio Medera, Manuel Zepeda Pedro Palozuelos, Mexico City; J Gutierrez, general manager, Pesq de Topolobampo, Topolobampo; N las Rodriguez, Mexicali, and Mes Ferriera and Pinzon.

From the Texas Shrimp Asso tion: Mr. Crawford, also president that organization; Walter Godf Manuel Sanchez and Virgil Versa Brownsville; Joe Grasso, Galvest Norvell Jackson, Rockport and Clegg.

Murray Wheeler, promotional di tor, N.F.I., gave a report on the vertising and promotional prog being sponsored by the associat by assessment on all shrimp cau by members. R. T. MacKenzie, cha man, Quality Control and Resea and O. B. Williams, advisory bo were among the speakers.

Albacore Gains Tuna Spotlight

hern California July tuna re- all species, and from all s, totaled 19,482 tons. Of this, tons was unloaded at canner- the Los Angeles-Long Beach t; 7,431 tons at San Diego. The had four plants operating.

in, as had been the case all Yellowfin was far ahead of ck. Albacore had taken over otlight, but only for a fleet es- d at 1,500 small boats. They working mostly out of San but delivering at both the rn and southern districts. Some was also in evidence.

breakdown of the grades for orts combined was: Yellowfin, Skipjack, 4,049; Bluefin, 209; re, 6,915 and yellowtail, 208 The case pack was: LA-LB, cases; San Diego, 340,784 for of 939,794 cases.

vast majority of San Diego's re, if not all, was from the domestic fleet, 4,067 tons. For the northern district however, imports of Longfins frozen from Japan and Mexico were 1,238 tons, and with that district's local Albacore of 1,610 tons made a total of 2,848 tons.

Complete imports into LA-LB district for July were 2,063 tons and included the 1,238 tons from Japan and Mexico; 508 tons, Yellowfin from Panama (possibly caught by American flag vessels and therefore not true imports, and including also 317 tons, Skipjack.)

The large tuna packers had Albacore buyers all along the coast as far as San Francisco. In early August the Albacore were being caught from waters more than midway along the 900-mile western side of the Lower California peninsula to north of San Luis Obispo, halfway to San Francisco. The Longfins were in excellent condition and running up to 35 and 40 lbs.

Canners were welcoming any and all fares of Longfin. The round price remained fairly stable at $350 per ton. Some slight variations were noted, but generally the season-opening price continued.

As to any restrictions on sailings of clippers, seiners or Albacore boats, there were none. Packers had removed all lay-in periods in an effort to get more fish. The clipper fleet was still suffering from poor yields and indeed, any prosperity the industry might outwardly be showing, could be traced to "fishermen's luck," so much of it bad.

The large fleet of seiners had found good wrapping off the western side of Lower California, with some Bluefin showings. If this continued through August, it was expected the seine fleet might deliver 4,000 tons. During July the seiners unloaded around 2,400 tons, of which the large majority was Yellowfin.

gdalena Bay "Shrimp Rush" gh-Lights Mexican Season

1951-52 season for Mexico's shrimp fishery ended July 31. gh not official, receipts through ports of California and Ari- howed a total of 23,284,477 lbs. the international border. How- his figure does not represent al production, as no record is le of shrimp passing eastward d, or of the unexpected great f shrimp along the west coast er California.

as the latter that helped save would otherwise have been a oor season, considering the ncrease in the trawling fleets tallations of new freezers. Dis- in early May along the coast of Magdalena Bay, the yield, the season closed, was es- at 2,000,000 lbs., all large

breakdown of shrimp tonnage available from the western shows that 1,584,394 lbs. the border fresh for Los An- nostly; 21,700,083 lbs. entered untry frozen.

season opened last August 1 ing in the huge bays along the mainland of Mexico from Point to Mazatlan, with cast rown from canoes the only gear sible until open water fishing October 1. Thus, the bay sea- ened again last month.

. importers and distributors ot too concerned with the carry-over. Wholesale prices too, were firm. From under-12 to 16-20 count quotations, f.o.b. west coast, for top quality, layer pack, brand name were 80c per lb.; count of 21-25 was offered at 70c and so on up to 43-65 at 45c. Generally speaking wholesale quotations were an average 5c per lb. over last year's closing prices.

The run off the west coast of Lower California, which extended almost to Abreojos Point, suddenly took the industry back to 1940 and the pioneering of the industry. Not prepared for the size of shrimp schools available, the packers found difficulty in handling the catches of their fleets.

Most of them used the enormous Magdalena Bay for anchoring their freezer motorships; then sent the frozen product either to Mazatlan, Guaymas, or up the west coast to Southern California ports.

On July 12 the motorship, *Maria Ines* arrived at San Diego and unloaded 62 tons for the account of Pesquera E Industrializadora de Guaymas, S.A., Guaymas; and later a small shipment of around 6,000 lbs. packaged, arrived for Wilbur-Ellis Company at Long Beach.

The San Francisco purse seiner New **St. Joseph**, Sam Tarantino, skipper, has been repowered with a 190 hp. Union diesel engine at the Pacific Coast Dry Dock & Repair Co., Oakland. Also a 51-hp. "Caterpillar" auxiliary diesel electric generating set has been installed on the ship.

S. E. Alaska Salmon Prices Same as '51

Seiners in the Ketchikan and west coast of Prince of Wales Island regions this season are receiving the same minimum fish prices they had in 1951. An agreement between the ILWU Purse Seiners union and the Alaska Salmon Industry, Inc. was reached shortly before the early fishing season was announced.

The 1951 minimum prices were: 50c for Pinks, 80c for Chums, $1.05 for Cohoes, $1.15 for Sockeyes and $2.25 for Kings.

The union originally had demanded that fish prices be established on a poundage basis this year, but this demand was withdrawn after Walter McCall, union agent, made a trip to Craig, Klawock, Hydraburg, Waterfall and Metlakatla and found that the fishermen at those places expressed the belief that the poundage system would consume too much time and bring them no direct benefits.

Conditions of the contract for 1952 remain the same as those in the 1951 agreement with the exception that Hoonah is now included. A clause still remains providing that negotiations will be carried on next year on a poundage basis.

In its original demand this summer the union asked for 12½c per lb. Pinks; 10½c per lb. for Chums; 17c per lb. for Cohoes; 24c per lb. for Sockeyes; and 30c per lb. for Kings.

The industry countered with an offer of 10.20 for Pinks, 7.50 for Chums, 10.30 for Cohoes and 15.10 for Sockeyes, but this was rejected by the union.

A scho Australia working bait fis Green (Australia school a imated acres in and was posed o lowfi

TACOMA—

Australia's First Purse Sein

CRADLE of Purse Seiners" is a title which has sometimes been given to Tacoma, Wash., whose fishermen and boat builders for more than 50 years have played a leading part in the development of this gear; and the boats and methods by which it has fished.

Acknowledgment of this eminence in the development of what is perhaps the most effective of all forms of fishing gear resounds in far places throughout the world—as far, ample, as Port Fairy, Victo the extreme south coast of Au

There, where men are begin develop the latent fisheries Indian Ocean, one finds riding ly as clean and trim, as po modern and effective, an 84-foo seiner as any that ever cam Tacoma—as any at Monterey minal Island.

Her name? *TACOMA.*

Whose is she? Haldane Br Bill, Alan and Hughie.

How did they get her? Bui in Australia, with Australia men — to American plans, w American diesel.

How did this all come about in Victoria, on Australia's far Let Bill Haldane tell:

"Our interest in purse sei was first roused by photos article appearing in "Pacific erman." We have gained valuable information from magazine, which is read keen interest by the membe our family. It is by far the fishing publication we have seen."

All this took place some yea for it was in 1943 that Haldane ers embarked upon the projec proaching the Western Boatb Co., Tacoma, they secured the and specifications for a mode seiner with beam of 21½' an draft. From these they built th The work went slowly, for duri after the war procuring of ma and equipment was difficult eventually was commissioned end of 1951—and now is fishi

A report on *Tacoma's* operati

Built in Australia to Tacoma plans, this modern purse seiner is pioneering the proven method of North Pacific mass fishing in Australian waters. The enterprise which built her and fishes her had its beginnings in Haldane Brothers' reading of "Pacific Fisherman."

ralian waters has been promised
fic Fishermen by W. H. Haldane
en we have some success in our
ng operations to report. We have
operating only a short time
our work has been handicapped
most unseasonable weather con-
ns—the worst that have been ex-
enced for many years. We also
red damage to our net which put
it of action for several weeks.
Iowever, despite these setbacks,
are very pleased to report that
boat is all we expected it to be,
we think it will prove to be an
rtant factor in the development
e fishing industry in this part of
ralia."

lly BUILT—and ipped for WORK

coma is built around a backbone
lue gum, six timbers weighing
ong tons; the main keel, 70' in
h alone weighing 8 tons. Deck
ns and bent frames likewise are
lue gum; and planking below
r is 2¼" "jarrah." Topside plank-
is "oregon," as Douglas fir is
n Down Under.
wer is delivered by a 240-hp.
s diesel, which turns a British
l on a 4½" Monel shaft 14½'
—said to be the largest Monel
which the International Nickel
has ever shipped to Australia.
e vessel is equipped with com-
ion radiophone and code radio,
with a recording echo-sounder.
is fueled and lubricated through-
with Shell products.

Try Varied Fisheries

though the latent tuna fishery of
ralian waters was uppermost in
minds of Haldane Brothers as
conceived and built *Tacoma*, and
will undoubtedly be her principal concern, she will be used as well for testing the mackerel, pilchard and "Australian salmon" fisheries.

Here tuna net is 300 fathoms long and 30 fathoms deep; with 4" mesh for two-thirds of the depth through the entire length; and with a bottom strip of 8" mesh in the lower one-third of depth.

At the top—Phil Allen of the Shell Oil Co., left, with the Haldane Brothers — Bill, Alan and Hughie—in order on the bridge of their seiner "Tacoma." How well Haldane Bros. hewed to the lines of a Tacoma purse seiner is shown in the lower photo. Note the hard knuckle and the broad bearing which gives the working seiner the stability necessary for effective fishing.

cing aft in "Tacoma's" ample engineroom, showing the 240-hp. s diesel and the chain drive to the deck gear through line shaft.

NOTE—This journal is indebted for this information and pictures variously to W. H. Haldane; Australia Commonwealth Department of Fisheries News Letter; Shell House Journal for Australia and Pacific Islands; and Norman McRae of the Australian News and Information Bureau, San Francisco.

Black Powder Prospect Shots Spare Fish

Carefully conducted research has proven in California that underwater explosions of black powder in the course of seismographic exploration for oil do not harm fish, Richard Crocker, chief of the Bureau of Marine Fisheries, reported recently to the California Fish and Game Commission.

He recommended, and the commission approved, that such explosions be permitted.

The use of dynamite, with its faster shock waves, proved quite destructive. Fish were confined in cages near exploded charges.

Tuna Tariff Forces Re-group For New Figh

The Southern California Tuna industry hasn't given up its fight for protection against excessive foreign imports, particularly those of frozen tuna.

The House-passed Camp Bill, HR 5693, although defeated on the Senate floor, is by no means dead. The action of Senator Morse (Ore.) in moving for reconsideration of the bill soon after the Senate action, *can* bring it back before the new Congress.

The tremendous interest aroused during the year or so the California industry fought so aggressively for protection, has kept sentiment alive for some adequate protection.

The industry appeared before the Tariff Commission in January, and will do so again November 17, although only leaders will be present in Washington, instead of the 50-odd delegation of the early year.

The Tariff Commission has been requested to review the conditions again at that time, due to the instant demand of Senator Knowland, backed by Senator Nixon, following defeat of the bill on the Senate floor.

The industry found an unexpected ally in the U. S. Fish & Wildlife—or rather, the Dept. of Interior—which has started independent investigations on the impact of foreign imports on the tuna industry, and will report to Congress on March 1, 1953.

Harold F. Carey, general manager, American Tunaboat Association, San Diego, leader in the fight for a raw-fish duty, believes the industry has a friend in FAWS—and calls attention to the fact that when the State Department asked for a rider on HR 5693, to bring in 25,000,000 lbs. free of duty first, FAWS was in favor of a quota far, far below this figure.

Some hope—should the Republicans win in November—was seen in one of the Republican platform planks that the party would protect domestic fisheries.

Recently an exchange of letters between Representative King of Calif. (San Pedro) and industry leaders brought out the fact that, "it was certain the next Congress will have before it the question of solving the problem of effect of excessive imports of tuna, in all its product forms, on the domestic market."

Also made plain was the State Department stand on either duty or quotas. (The Japanese government had announced voluntary quota of 12,000 tons, raw; 1,000,000 cas April 30 to May 1, 1953.)

In a recent letter to Charles Carry, director of fishery product NCA, John M. Leddy, State Depar ment director of economic defense ar trade policy, indicated State against even calling a conference wi the Japanese industry to discuss t self-imposed export limit on tuna.

"On the contrary," wrote M Leddy, "it has been a major polic objective of the U. S. for many yea to encourage expansion of intern tional trade as a policy of broad ec nomic benefit to the U. S. and oth countries."

Provided the tuna industry ca complete its briefs in time, the Foo & Drug administration has practicall assured leaders that it will schedu hearings on tuna standards while re resentatives are in Washington, D. for the hearings before the Tari Commission.

Thorp's Tariff Threat Hints Trade Conference

Reaffirming the Administration po icy which scuttled the bill to place duty on imports of frozen tuna, on of the principal architects of tha policy declared at Colgate Universit late in July that "further tariff re ductions" are to be expected.

The speaker was Willard L. Thorp assistant secretary of state, who ha consistently fought the fisheries i every effort which they have mad for protection, whether in the Amer can markets, or against encroach ments against American-protecte fisheries. Mr. Thorp was a bitter an consistent opponent of a treaty fo conservation of the North Pacific hig seas fisheries.

His speech at Colgate is accepte by informed observers as plain notic that a reciprocal trade agreemen conference with Japan is to be ex pected.

It is to be doubted if the Adminis tration would undertake so explosiv a project in advance of the election but Mr. Thorp's remarks leave littl doubt that the Department of Stat plans to initiate such a tariff-reducin conference at its first opportunity.

Floater "Monitor" Sold

The Monitor Fisheries sardine re duction plant, Pt. San Pablo, Calif. has been sold to O. H. "Doc" Free man, Seattle, and the plant is bein dismantled, with the machinery to b sold by Mr. Freeman.

Monitor Fisheries was in a wooden hull of a ship called the *Monitor*. Th hull will be taken to Antioch, Calif. and scrapped, it is reported. Equip ment in Monitor Fisheries include two California Press Mfg. Co. presses

Sardine Season Opens With No Fish, and No Fishing

Northern California's sardine season officially opened Aug. 1, but not a single sardine was unloaded at any processing plant in San Francisco or Monterey Bay.

A limited number of boats were fishing for mackerel and anchovies, with unimpressive results.

Despite the dismal opening day, George Clemens, executive secretary of the Monterey Fish Processors Association, expressed some hope for the coming season. One theory of the disappearance of the sardine from northern California waters is that feed has been lacking. He said that the run of salmon, anchovies, and herring in Monterey Bay for the past month indicates that the feeding grounds for sardines now have an abundance of plankton, sardine feed.

The absence of Monterey and northern California sardine fishermen in Alaska, where numbers of them fished for salmon, slowed the usual price negotiations between fishermen and boat owners, and boat owners and processors.

Major preliminary development in Monterey came only on July 30, when some 300 members of the AFL Fish Cannery Workers Union met to discuss work terms they will ask processors.

They voted to ask a 10c hourly "across the board" wage increase, bringing the minimums to $1.62 per hour for women, and $1.69 an hour for men. They also extended their "no work stoppage" clause with a letter to processors. These are the only two clauses expiring this year, the main working contract extending through the coming season.

Thus far there have been no negotiations between processors and boat owners on the price per ton to be paid for fish. This, in turn, has stymied negotiations between the boat owners and their crews, members of the AFL Seine & Line Fishermens Union, since the price of fish, in effect, determines the value of shares fishermen get.

Members of the boat owners group, the Monterey Purse Seine Association, board of directors met July 31 to discuss plans, should the sardines, absent for the fourth year, return. A membership meeting was to be held when the bulk of the membership returned.

Sardines last season brought $50-$60 per ton to fishermen.

iews of the new cannery at Excursion Inlet, Alaska, which has put that community back on its feet ome rather slim times since the former cannery there burned in 1948. The main structure is a former warehouse of the great Army Engineers base at Excursion Inlet.

XCURSION INLET—
Back on Its Feet Again

came back into the village of ion Inlet this summer with re- of cannery operations there on ıtial scale. This Southeast salmon station in the Icy area suffered a crushing set- 1948, when fire destroyed the nery operated there for many y the Astoria & Puget Sound g Co.

ough there has been some can- tivity on Excursion Inlet since, ne visit of the floater *Neva;* etchy operation of the present y last year, it was not until mmer of 1952 that the new y of the Excursion Inlet Pack- . really put the community n its feet.

new Excursion Inlet cannery is in one of the warehouse build- nstructed by the Army during r as a portion of the great nich was built there, but which never actually played a part in operations, as expulsion of the Japanese from the Aleutians carried the American bases far to the Westward.

The new plant is located about a quarter-mile from the old cannery location. Being originally a warehouse, the plant looks like no other in Alaska; but the structure is admirably suited to the purpose, and certainly offers worlds of room, as the structure is 180 by 400'. It is divided into four sections: cannery; salmon warehouse; net loft; and general warehouse.

Equipment consists of two American Can Co. high-speed tall lines.

Superintendent for the Excursion Inlet operation is Ole Syre, a widely known Alaska canneryman, with Ansel Wright as assistant superintendent and Hans Gloslie as foreman. The Excursion Inlet Packing Co. has its headquarters office in Astoria. It is owned jointly by the Pacific American Fisheries, Inc., and the Columbia River Packers Association, Inc.

odel, comfortable camp, with company office, bunk houses, staff rs and other structures of the Excursion Inlet Packing Co. lower picture, left to right: Hans Gloslie, foreman; Ole Syre, ntendent; William B. Wootton of the Columbia River Packers Association; Ansel Wright, assistant superintendent.

State Department Blamed For Fisheries' Plight

Department of State policy in opposing a tariff on imports of frozen tuna threatens to wipe out Pacific Northwest independent fishermen, Senator Harry Cain of Washington wrote Secretary of State Dean Acheson late in July. Responsibility for "serious economic difficulties" was pinned on the department in a letter in which the senator wrote:

"The resistance, yes, the open hostility of the State Department to every measure designed to assist our fishermen in their competition with low-paid foreign labor is now threatening to wipe out every independent small fisherman in the Pacific Northwest.

"It is not difficult to understand that fishermen everywhere are charging the Department of State with a deliberate attempt to eradicate the American fishing industry."

Ketchikan Oil Dock Fire Threatens Plants

Fire destroyed the Standard Oil Co. station dock at Ketchikan at the end of July, but the storage tanks holding enormous reserves of petroleum products, and the nearby plants of New England Fish Co. and the Fidalgo Island Packing Co. were threatened. They suffered no damage, however, as none of the great reserve tanks exploded.

Oscar Bergseth, New England's general superintendent, was in Ketchikan at the time and, with Jack Johnson, resident manager, directed protective work which saved the company's big cold storage and cannery.

MECHANIZED MASTERPIEC

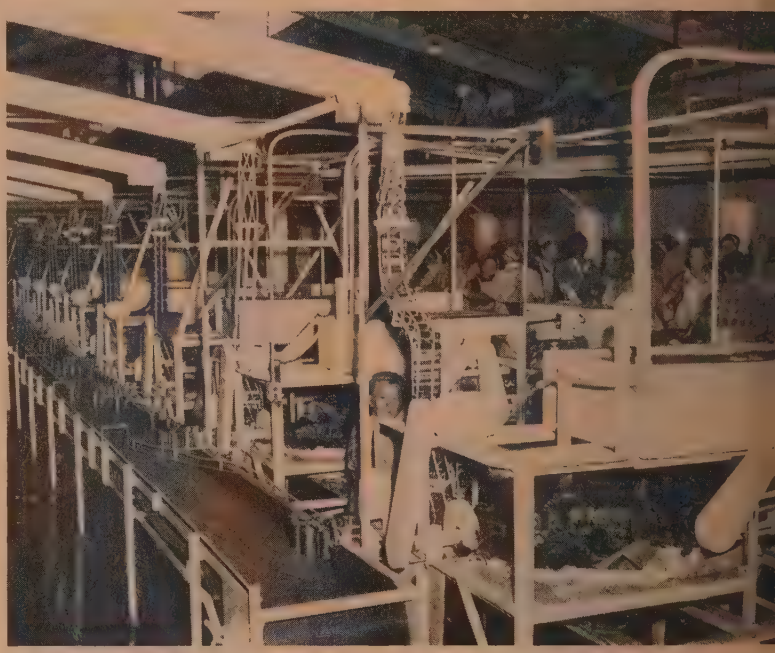
Van Camp's New Sardine Canner

Mechanized to the highest degree as yet attainable in a California sardine cannery, with machines to prepare and pack the fish, and broad avenues of balanced-weave wire belting to hurry them from point-to-process, Van Camp Sea Food Company's great new cannery at Fish Harbor, Terminal Island, Calif., will be hard to swamp in the 1952-3 sardine season, regardless of what tonnage the seiner fleet may be fortunate enough to find.

The cannery is considered one of the finest and most modern in the world for packing sardines. Wherever possible all operations are automatic and its daily capacity is measured in hundreds of tons. The building is 125′ by 384′ and interior has 47,000 sq. ft. It is of concrete construction.

200 Tons Refrigerated

Of interest in the primary stages of packing is the receiving tanks of steel, mounted on concrete pillars, which raise them 7′ off the cannery floor. There are 38 compartments, of which a score are refrigerated, using a Kohlenberger 4-cyl. compressor, driven by a 100-hp. U. S. motor, and also a machine, 6 by 6, driven by 25-hp. Capacity of the tanks is 400 tons, and of this 200 tons can chilled and held over.



Looking down the line of Neptune filling machines—eight of ther packing 1-lb. tall cans and delivering them to the balanced-we wire conveyor belt which takes them to the pre-cooker. In the up right background are the cut-fish storage tanks where the dres sardines are held in chilled brine until required by the fillers.

Fish are flumed into the cann from seiners. Van Camp uses ea filtered water from 70′ wells, with chlorination system necessary.

Sardines, and mackerel, when lo are mixed, come into the plant pass into a fish grader, developed Ray Bentley, Universal Canning chinery Company. Van Camp three of these big graders altogeth Each can handle 80 tons per hour, are moved by a 12′ Yeoman cen fugal pump to pick up sardines markerel individually. Mackerel pumped to another plant.

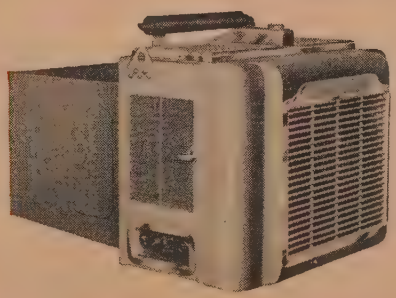
Flumes go direct to the cutt machines, eight for the 8 oz. oblo

A broad highway of balanc weave wire conveyor belt moves the hundreds of 1-lb. cans of sardines from the ei filling machines to the big p cooker in the Van Camp c nery.

Main dish or appetizer, fish is always an American favorite—*but highly perishable.* The haul from water to market requires exacting refrigeration. That's why leading shippers, carriers and packers of fish and other fresh and frozen perishables insist on THERMO KING TRANSPORT REFRIGERATION! Automatic, economical, easy-to-use, THERMO KING maintains the right temperature regardless of distance, weather or hazards of the road.

It's easy to see why more THERMO KING units are in daily use than all other types of mechanical transport refrigerators combined!

THERMO KING Refrigeration is a "must" for more than 100 trucks operated by Seafood Distributors Corporation, Brownsville, Texas.



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U. S. THERMO CONTROL CO.

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300th SHRIMP TRAWLER BUILT BY DIESEL ENGINES SALES IN 8 YEARS!

Experienced in building boats for "payload" shrimp trawling, the Diesel Engine Sales Company of St. Augustine, Florida, knows that a vessel is only as seaworthy as its seams. That's why Pettit Seam Cement was their choice for the "Tern" now ready for years of service on long Campeche runs.

The 300th DES trawler "Tern," was built for Marvin Hardee of Morgan City, La.

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SINCE 1861

PACIFIC COAST DISTRIBUTORS: Nordby Supply Co., Seattle, Wash., and Ketchikan, Alaska; Adanac Marine Supply Co., Ltd., Vancouver, B. C.; The B Co., Portland and Astoria, Oregon; Carstens Marine Supplies, Spokane, Wash.; Gray's Motor Service Inc., Salt Lake City, Utah; B. H. Hebgen Co., San Francisco and Los Angeles, Calif.; Nuttall Styris Co., San Diego, Calif.; Outdoor Equipment Corp., Las Vegas, Nevada; Jack Bolton Marine, Denver,

eight for the Neptune automatic
tall packers. The plant also packs
Van Camp "tinapa" (5 oz.) can.
8-oz. and 5-oz. are partially
ked.
thaust boxes are by Universal,
y 74', using balanced-weave belts.
ersal also supplied the can drain-
There are "400" American Can
pany double seamers. After being
d the cans pass to washers and
on to eight retorts, 4' by 23'
by Atlas Welding & Mfg. Com-
.

dines Cross-Packed

real innovation of this plant is the
ing of the 8-oz. oblong sardines.
the first time, instead of being
ed in the can lengthwise, the
are cross-packed and alternated,
g what plant officials declare is a
h improved appearance. Cut of
sardines is exactly the same as
he 5-oz. tinapa. All cut fish for
8- and 5-oz. packs pass through
mbination drier and hardwood
ker, giving the fish a slightly
ked flavor.
e 8-oz. fish are packed on a stain-
steel table, 94' long, with women
ers working on both sides. This
, of course, is in tomato sauce.
eling is done within the cannery
f for this can, with two National
ling machines.
ant floor is concrete, sloping to
gutters running lengthwise of
cannery, ending at two sumps.
are two 6" Fairbanks Morse
ical pumps driven by 40-hp. mo-

Cross-packed sardines in 8-oz. oblong cans moving smoothly into the pre-cooker in the new Van Camp sardine cannery. Note the use of balanced-weave wire belting in two types of duty—bringing the cans to the cooker; and carrying them through. Balanced-weave belts have provided the solution for most of the canner's exhaust box problems.

tors. Water is pumped through screens to remove solids, the latter going to an adjacent Van Camp reduction plant; waste water into an industrial sewer.

charge end of the Neptune tall can filling machine, with one filled , lower center, dropping from the machine to the revolving disc to carried past the woman worker who inspects each can and corrects faults of filling. The balanced-weave wire belt in the background will carry it to the pre-cooker.

Jack Nuttall, San Diego Fishery Supplier, Dies

Jack Nuttall, head of Nuttall-Styris Company, San Diego ship chandlers, died of uremic poisoning, June 28. His death came almost one year after his partner, Herb Styris, was killed in a car accident.

Mr. Nuttall was on a flying trip along the west coast of Mexico and while at Acapulco inhaled cleaner fumes. Within a week after his return to San Diego he entered a hospital, but the poison spread so rapidly that his death followed.

One of San Diego's best known business men, Jack Nuttall was head of one of the Pacific Coast's largest marine hardware and ship chandlers businesses, catering to commercial fishing and Marine trades. He was a charter member of the Fish Mongers' Club.

His will specified the business was to continue as a trust for the Nuttall and Styris heirs. All employees continue in the same positions they occupied at time of Mr. Nuttall's death.

Westgate Replaces Burned Warehouse at Monterey

Westgate-Sun Harbor Co., Monterey, has made some repairs to parts of the warehouse destroyed in a $1,500,000 fire last December.

Paul Jepson, manager, said that full repair will not be made until there is more indication of a good season ahead.

PROTECTED "FROM BERTH" BY G.P. LUBRICANTS

An outstanding recent addition to the Pacific tuna clipper fleet, the mighty Constitution has been literally "protected from berth" by the General Petroleum marine fuels and lubricants which went into its supercharged 1,000 horsepower diesel engine prior to her maiden voyage last Spring.

According to the Constitution's managing owner Joe Rogers, the $500,000 ship represents the latest in fishing and navigation equipment and boasts a capacity of better than 410 tons of fish.

Like Joe Rogers, hundreds of other Pacific Coast fishermen have found that regular use of General Petroleum fuels and lubricants is the best way to protect their costly investment in marine equipment.

General Petroleum's San Diego marine representative Ralph Zobrist, right, offers congratulations to Constitution owner Joe Rogers, left, and skipper Manuel Neves.

Big or small, your boat will receive better all-around care from the friendly General Petroleum marine distributor stocking Gargoyle, the world's largest selling brand of marine lubricants. Visit him the next time you're in port... you'll be glad you did.

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11-22

PACIFIC Fisherman's NEWS

SEPTEMBER 1952

o Many Boats the Fish in o-area Season

y per cent increase in the nt of gear run on the halibut y's local sub-areas this July ced disappointing results. *Too boats for the fish.*

s decline in trip returns was to be expected, with about oats working the same amount which 140 found crowded in Furthermore, the take of the split-season naturally reduced me extent the amount of fish ble for catching this year.

actual figures as to total pounds were available at presstime, e catch-per-boat was definitely ointing.

sub-area season to Westward, opened Aug. 2, for a run of ys, is expected to yield more actorily on a per-boat basis. inary tally showed 28 to 30 —mostly large Seattle schoon- vorking Area 3b, including the Island group, and thence west pe Sarichef.

first week in August brought d of fish to the Seattle market the local sub-areas, with result- ressure on prices. The final big Aug. 6 — saw mediums selling 23 to 243/8c; and chix and large g from 20 to 24½c.

n Martin" Cashes-in

new Seattle-built troller, *San* , recently delivered one of the t loads of the current Albacore . The vessel's 20 tons went to Camp at San Diego for $350 a

ka "Personal Use" sion Is Delayed

of the validity of the Alaska nal use" fishing regulations wait until the autumn, probably vember.

ven V. Hotch, Klukwan Native, s he took fish for personal use illnet during a period closed by gulation. He has been fined $100 mmissioner's court. But he ques- the validity of the regulation as appealed.

Bristol Bay Residents O.K. Bering Sea Union

By a vote of about 8 to 1, *resident* fishermen of the Bristol Bay district voted in July for the Bering Sea Fishermen's Union (AFL) to represent them in collective bargaining, the NLRB representative conducting the election announced.

The Alaska Fishermen's Union still represents the non-resident fishermen —and both groups must be employed by the industry, which is thus caught between two warring factions in a conflict which the NLRB has shown no ability or inclination to resolve.

ALBACORE— Short and Scant; Late and Little

Albacore fishing off the North Coast—Oregon and Washington—produced negligible results through July and in August to presstime for this issue.

Fish were being taken in scattering quantities over a rather wide sea, but landings definitely were in the "peanuts" class and most vessels preferred to keep after salmon until the tuna specialists and prospectors turned up with tuna in tons rather than in dozens.

The fish were typical summer Longfins, perhaps a bit on the small side, but it was the scant numbers that was concerning the fishermen—that and the growing lateness of the season.

Not many fishermen were figuring that tuna would buy Minnie a new fur coat this fall.

Two Boats Sink At Hoquiam Dock

The 27-foot gillnetter *Mercury,* which sank at the Hoquiam fish base dock, was raised in July. The boat, owned by Harold Christensen, Hoquiam, went down in 20' of water.

The troller *Tatoosh,* owned by David Hume, Hoquiam, sank at the Hoquiam fish base dock July 8. The boat was only partly submerged and heeled over against piling. It was raised and repaired.

Troll Catch Split Widely, With Price Level Pretty Low

Mid-summer trolling varied widely by regions this year, with the Washington and Vancouver Island coasts relatively the best.

This was on a volume basis, however, and the abundance of boats fishing, plus relatively low prices, kept the plug-and-spoon crowd from cashing-in.

Westport had phenomenally good landings to mid-year; and after that the sport fishery became so confused that it was hard to tell whether business was better in fishing or in hauling sports.

Up Alaska way the going was pretty rough — particularly around Sitka. Some of the venturesome trollers who tried the out-coast beyond Cape Spencer tied-in some encouraging trips; but in general the Alaska fishing was disappointing.

Prices too: by early August the outside ports like Pelican were getting lots of Silvers—at 18c.

The scant-to-blank fishing for Albacore diverted only the gamblers from salmon, and this served to cut the catch into bite-size pieces.

Grays Harbor Gillnet Activity to Pick-Up

With some 50 Grays Harbor fishermen back from Bristol Bay in Alaska, Grays Harbor gillnet fishing was expected on Aug. 5 to pick up in the next two weeks.

At that time gillnetters were reported making catches in the Markham-Grays Harbor city areas and deliveries had increased slightly.

Eureka Troll Salmon Price Drops a Dime

Price fluctuations hit the salmon market at Eureka for the first time this season during mid-July, when some operators dropped quotations from an average 28c per pound to 18c.

Fishing continued with no major interruption, and dealers and fishermen in the main were working out the price question on an individual basis.

Salmon continued plentiful in coastal waters.

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C. J. Hendry and Johnson & Joseph now combine to bring Francisco the west coast's most modern marine equipment store every respect, this new store has been designed to give the fi service to fishing and pleasure boat owners. It is located only a steps from marine service stations, a short walk from any boa Fisherman's Wharf, and only a few minutes drive from Ya Harbor and downtown San Francisco. You, as a customer, always have a free parking spot ready for you in our adjoin parking lot.

You will, of course, have the widest choice of well-known po boat, sailboat, fishing boat, and fishing equipment. As distribut for Chris-Craft Kit Boats, engines, and outboards, we will h many models on display.

You are invited to visit us soon, or to call us when we can help y You will find many of your old C. J. Hendry and Johnson & Jose friends in the new store.

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Fisherman's NEWS

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ntral American imping Increasing

li Hai, San Diego Albacore boat, been chartered by General Steam- Corporation for shrimp fishing ntral American waters. The ship- concern is associated with a n Rican syndicate which has a ssion from that government for itation of shrimp beds in the of Fonseca. The shellfish will be ght to Southern California mar-

e boat, a former aircraft rescue l, is skippered by Costa Grataos, is experienced in the shrimp . Before going south the vessel overhauled at Campbell Machine pany.

Depoe Bay Trollers Find Excellent Fishing

Fishing continued excellent at Depoe Bay to presstime, with unusually good catches of salmon being reported.

From 75 to 100 trollers were docked nightly on the new public docks on the east side of the bay. Here to take advantage of the good season are a number of boats from Ilwaco and Astoria. Included in the group are the *Helen S., Neva, Lysti, Annie L.,* and *Cascade.*

BMC William W. Watkins early in August assumed duties as officer in charge of U. S. Coast Guard moorings at Depoe Bay. He replaces BMC Nemo B. Pilkington, who has been transferred to the Coos Bay lifeboat station at Charleston.

BMC Watkins, who served the area on beach patrol duty during World War II, before a regular coast guard unit was established, comes from the Yaquina Bay lifeboat station in Newport.

Completing the complement of coast guardsmen on duty here now are Paul Nordling, SA; Loren Hall, BM2; and Lawrence Frank, EN1.

Humboldt Boat Yards Hustle Fleet Work

Boat repair yards and ways were busy spots on Humboldt Bay during quiet periods this summer as many craft were hauled up for overhaul or repairs.

At the Gillette yard at Fairhaven boats given a treatment included: *Jot,* Skipper J. L. Connor; *Requa,* Owner J. W. Scott; *General Pershing,* Ken Harrison; *Lorry,* Arthur Hall; *Blue Fin,* Fred Brown; *Lawrence,* Lazio Fish Co.

At Fields Landing, the Humboldt Marine Ways had worked on the following craft: *Andrew Jackson,* Noel Franklin, change of wheel; *Janet Ray,* Dewey Gonzales; *Winga,* Einar Anderson.

John Pesonen's *Empire II,* wrecked last winter during a heavy storm, was about ready for re-launching after major repair work.

2 on Disabled Vessel Wait 8 Days for Help

Stranded when the engine of their boat, *United No. 2,* became disabled near False Cape, on the northern California coast, two fishermen were marooned aboard their craft for eight days before their plight was discovered. The two were Henry Owsley, Eureka, and Frank J. Hyman, Fort Bragg.

The boat's engine broke down July 3 and the men decided to anchor. Smoke signals were sent up each day, but were not sighted. Finally, they were spotted by Skipper Andrew Lennon on the fishing boat *Liz L* out of Eureka, who put out a radio call which brought the Coast Guard to the scene. The disabled craft was then towed to Eureka. Owsley and Hyman had plenty of food aboard and were none the worse for their experience.

First Albacore of '52

First Albacore landings of 1952 at Astoria were delivered July 29, and they stood as about the best reported to presstime.

E. A. Hansen's *Martha* had 4,200 lbs.; and C. L. Driskell's *Scarab* discharged 3,113 lbs. the same day.

Price: $350.

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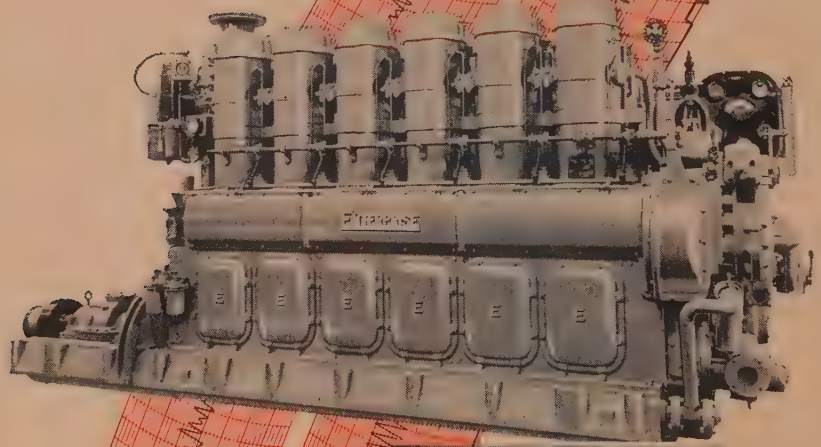

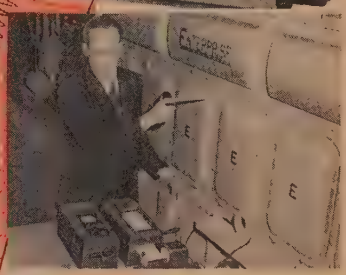

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SAN DIEGO BITE-SIZE ITEMS

e tuna clipper *Excalibur,* given rt and Burns paint job 18 months was on the ways of National recently, for the first time since lipper was given the "hot plas- treatment . . . The *Intrepid* re- y received a pair of National condensers . . . San Diego Marine truction recently had these clip- up for haulouts: *Starcrest, Mary trich, Sun Hilarita, Marine Grey- d* and *Mary S.* . . . Cal-Tuna ex- to have its enlarged cannery, erly People's Packing Corpora- in operation by September. It e a part of National Steel's en- d waterfrontage and yard area. he *Marine Greyhound* has a new engineer, Joseph Jack . . . Henry , fleet captain at Van Camp, re- y returned from his vacation took him to the Kiwanis con- on in Seattle, the Grand Coulee and Yellowstone Park . . . On ay in July, the 15th, Van Camp he following Albacore boats to d: *San Martin,* a new vessel Seattle; *20 Grand; Kitrie; e Sisters; Madalene S; Rita B; Ra; Irish Rose; Astrid; Nation- ola; Kokomo; Lincoln; Ample* d the *Wanderer* . . . Mr. and Floyd Chaffee have taken over anagement of Chaffee Machine Works since John Chaffee retired.

Pappy Tucker from the *Corsair* has taken over the job of chief engineer for the *Atlantic Reefer,* freezer vessel out of Miami . . . The daughter of Howard Stagg, chief engineer of the *Marilyn Rose,* was married July 15 to George Turner . . . Rocky Elwell, formerly with National Steel & Shipbuilding, has become purchasing agent for Coast Equipment Co. . . . *Southern Queen* was recently given a "hot plastic" American Marine bottom paint job . . . The *Judy S* now has a Sperry magnetic compass pilot with Sperry No. 1 electric engine. The clipper is owned by George Soares and the work was done at Campbell Machine Co. . . . The *Commodore* has a new Kettenburg 14-foot tuna tender, powered with a Chrysler Ace, supplied through "Doc" Carney, handling Chrysler sales at the Kettenburg yard . . . Another Kettenburg tender went to the *Jenita*—a 16-footer with a Chrysler Crown . . . Manuel Assuncio has taken over the *Sun Glow,* his first command . . . Manuel Falante, formerly on the *Southland,* will captain the *Explorer.* Now fishing for Van Camp are the *Sun Voyager, Princess Pat, Sun Dawn* and the *Queen Victoria* . . . Frank Sousa took out the *Liberty* while Eddie X. Madruga took his family to the Northwest for a vacation . . . Joaquin Machada of the *Cal* has taken out the *Mondego* on her summer trip . . . Anthony Silva, formerly captain of the *Senorita,* is now on the *South Pacific* . . . Vito Marino, formerly of the *Lusitania,* is now running the *Cal.* He recently married the beautiful blond daughter of A. J. Martinolich.

"Steven L" Is 14th Tuna Vessel Lost

Steven L, 86' tuna clipper operating out of San Diego became the 14th hook-and-liner lost in 1952 when she crashed on the rocks at Cape San Lazaro, Lower California, 500 miles south of her home port. Capt. George Ownes and her crew of four were saved. She was enroute to the Panama Canal to fill out her crew when the accident happened. The clipper was insured and the marine underwriters were represented by Art De Fever.

The *Steven L* was formerly a purse seiner built at Tacoma in 1941, was a minesweeper during the war; then was converted to a live bait vessel and renamed *Cal-Sea,* fishing out of Long Beach. Later was purchased by Frank Mansuy of Long Beach Marine Repair, Long Beach, and when lost was fishing for Coast Fisheries division of Quaker Oats Company, Wilmington.

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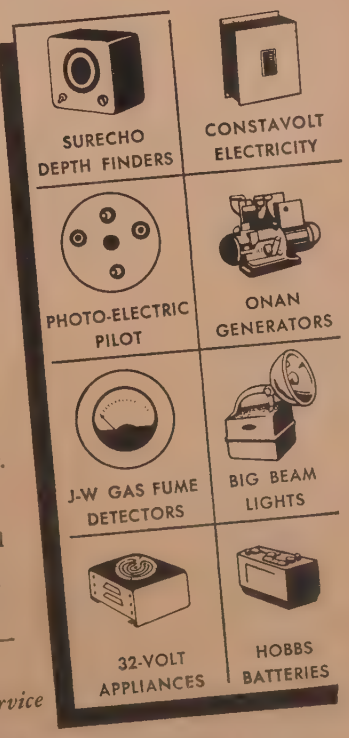

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For further information, get in touch with one of the following manufacturers who make nets of NYLOCK NYLON TWINE:

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PAULS FISH NET CO., 357 W. Ohio St., Chicago, Ill.
ADAMS NET & TWINE CO., 701 N. 2nd St., St. Louis, Mo.
THE CARRON NET CO., 1623 17 Street, Two Rivers, Wisc.
THE FISH NET & TWINE CO., 310 Bergen Ave., Jersey City, N. J.
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reka—
lorth California
leet is Readied
or Late Tuna Run

ab fishermen along the northern ornia coast ports stowed their and turned toward other activi- July 31 when the crab season l until November 15.

was believed the 1952 season l compare favorably with recent . Off to a slow start as usual g the months of December and ary, operations began to pick up e late winter continuing brisk early summer. Late June and however, found the activity ally coming to a halt even be- he law ended the season.

de from dragboat operations, n occupied the attention of most e smaller boats working out of a, Fort Bragg, Crescent City, lad and other points during the ummer. The big runs were on dically, expected to reach their during late August.

hermen and shoreside opera- alike were keeping a watchful ut for the first sign of tuna, s of late July none had yet ap- d off the northern California In fact, tuna runs in the area ally do not show until mid- st, with the big catches occur- n early September. Boats work- ut of Eureka have harvested an ent catch during the last two ns.

el Auxiliary Lifts e Seiner's Efficiency

v St. Joseph, well known San isco purse seiner skippered by y Tarantino, has been equipped a "Cat" D311 marine diesel aux- engine to drive the air com- or, generator, and winch. The e is rated a 38 continuous brake power and was purchased from as A. Short Co., San Francisco.

Help Rushed South To Seized Clippers

Dr. W. M. Chapman, director of research, American Tunaboat Association, flew down to Ecuador from San Diego in late July. Two tuna clippers, *Equator* and *Sun Pacific* had been escorted into Ecuador's port of Manta for alleged violation of that country's self-imposed "twelve-mile territorial water limit."

The *Sun Pacific's* skipper, Roman Luz, radioed Janous Marks, fleet captain of Westgate-Sun Harbor Company and the vessel's managing-owner, that he was 16 miles offshore when seized. Position of the *Equator* when held was not known. Dr. Chapman, who was accompanied by Paul Sullivan, Balboa, C.Z., representative for tuna clippers, hoped to straighten out the matter and get the vessels released. Harold F. Cary, general manager, ATA, immediately asked the U. S. State Department, to protest the seizure. Waterfronters recalled arrest of the clipper *Notre Dame,* and subsequent heavy fine for a similar alleged violation of the 12-mile limit last year.

"Daisy B" Disappears With Seven Hands

Early in the evening of July 3, the salmon seiner *Daisy B.,* under charter to Canadian Fishing Co., left Vancouver under the command of Skipper Silvo Car, her owner, bound for Butedale. The following night Captain Car called the vessel *Neptune,* nearby, advising that he was making for Sooke. The *Daisy B,* Captain Car and his crew were not heard from again.

For several weeks Canadian Fishing Co., independent fishermen and various airway companies maintained a search extending from the Sooke area, west of Victoria, up and down the Strait of Juan de Fuca; but a month after the vessel's disappearance there was still no trace of the lost craft.

Daisy B was a 54 footer. Those on board, in addition to Silvo Car, were Joseph Kombol, Anthony Saban, Anthony Pavic, Angus Campbell, Wesley Zaharuk and Harold McLennan.

Pelican's Pouch

"Where's the fire?" The Pelican inquired anxiously, as he joined the throng of villagers summoned by the siren.

"There is no fire," he was told. "Someone fell head first off the board walk and help is needed to get the person off the beach."

"That's the second such accident in July," the Pelican mused, "maybe the rail should have been built higher."

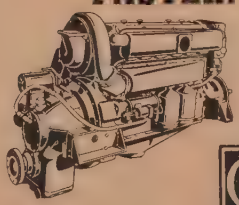
Louis Pappas, age 60, a long time resident of Pelican died July 26, following a stroke suffered while in the cold storage store. He was a native of Greece and the only known relative is a nephew in Juneau.

"Bill" Hammer, a member of the armed forces at Ladd Field, spent 10 of his 30 days leave with his father, Ray Hammer, fishing on the troller *Sultan.*

Pros Ganty, manager of the Pelican Cold Storage, has been scouting for fish with the company plane. The north part of this area is very disappointing to seiners and traps.

A dry room is being built in the fish house for women employees. The new structure is lined with white enamel and has locker space. The men's dry room is being re-vamped. An average of 20 women are employed at the fish house.

BIGGER PAYLOADS FASTER!



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GM Diesel
Case History No. 521-81 and 82

BOAT AND OWNER:

LOU-ANN and RUTH-MARY, identical 78-foot sardine carriers owned by Bath Canning Co., Bath, Maine. Built by Newbert & Wallace.

INSTALLATION:

GM "Twin 6" Diesel (two 6-71's driving a single shaft) turns a 52" x 40" wheel. Compact engine permits 125 bushels more payload—1,800 bushel capacity.

PERFORMANCE:

Twin engines in both boats have operated since 1947 without a minute's trouble. Prompt arrivals increased cannery production.

This Diesel stopped cannery shutdowns

Before these carriers went to work, Bath Canning Co. had difficulty keeping steady production because engine trouble often delayed arrival of ships. Cannery workers had to be sent home. But no more. Performance of these sister ships, powered by General Motors Diesel multiple engine units, has been faultless. If full power is not needed or servicing becomes necessary, one engine can be shut down. One engine alone will maintain 80% of a vessel's speed. What's more, the cost of this doubly dependable Twin Diesel unit compares favorably with that of a single engine of equal power. See your GM Diesel distributor for full details.

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Tips & Tails from Ketchikan

t Berkovich of Seattle flew to Ketchi- ecently to join the crew of his father's Crest for the seining season. He has attending college in Maryland and return there later in the year. His , **Nick Berkovich,** formerly owned ine boat **Blue Eagle.**

s Jacobs, machinist at the Hidden In- nnery of the Nakat Packing Corpo- , was flown to Ketchikan recently by Air for hospitalization after the s on his right hand were cut off in on Chink. He was making repairs machinery at the time of the ac- .

seine boat **Localite,** operated by **Ben n,** has had its share of hard luck the early part of the seining sea- First it ran aground and had to be to Ketchikan and a few days later a apparently started by a cigarette, d the pilot house.

and Mrs. **Ben Fleenor** are now living eir trolling boat, the **Nomad,** and out of Ketchikan. They recently heir home on Roosevelt Drive, south tchikan.

Hamilton of Ketchikan, operator of mbination boat **Coral Sea,** was fined nd his five crewmen $200 each at u recently after they had been ap- nded fishing in Gambier Bay half an before the 6 a.m. opening of the .

Casper Iverson recently returned to after visiting in Ketchikan with sband, operator of the combination -halibuter **Muzon.** He fished halibut in Hecate strait during the special season there.

Jack Wallace suffered painful burns recently when the trolling boat **Shirley A** blew up while fishing near Craig. He was fishing the boat for the Dorman estate.

Joseph Keller, for years associated with the fishing industry on the east and west coasts, was in Ketchikan this month after completing a tour of the Territory as a free lance photographer for television, movies and special markets.

Wilfred Baines, crew member of the seine boat **Unuk,** was treated at the Ketchikan General hospital recently after he fell on the boat and injured his hip.

Bror Lawrence (Ben) Erickson, 68, old-time fisherman and boat builder, died recently in Ketchikan. He had lived in Southeastern Alaska since 1925.

Sigfred Strom, Seattle fisherman, and June Wenger were married in Ketchikan recently.

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Few Canadian Craft Outfitted for Albacore

Canadian packers reported that price for Albacore in August was favorable, but that catches had been negligible. In Victoria, Bill Tellier was outfitting his schooner *Black Dog* for the Albacore fishery, and Tony and Bridget Reeves planned to go fishing in their Alden-designed *White Hart.* Fergie and Bob Walker in Victoria are building an Albacore boat and expect to go fishing with the hull merely decked and construction of wheelhouse postponed until winter.

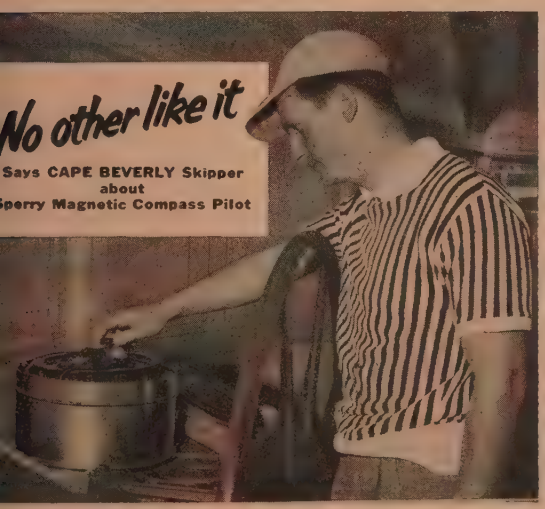
First Bluefin Trip

The net boat *Amelia II,* San Diego, member of the Lower California Fisheries Association, delivered the first load of locally-caught Bluefin to San Diego in mid-July.

New Power for "New St. Joseph"

While his purse seiner *New St. Joseph* was being repowered and overhauled, Sammy Tarantino, San Francisco, fished on Bristol Bay for the Red Salmon Co. at Naknek.

The 190-hp. Union diesel engine, and the "Cat" auxiliary marine diesel engine to run the winch, and other equipment, were both purchased from the Thomas A. Short Co., San Francisco. The work was done at the Pacific Coast Dry Dock & Repair Co.



he enthusiasm of Capt. Paul Lynn of the M/V CAPE EVERLY for the Sperry Magnetic Compass Pilot is sed on rugged experience. In her year and a half of hing, he has made numerous trips with the pilot.

apt. Lynn says, "For my money, there isn't another lot on the market that will do the job like my Sperry agnetic."

or Capt. Lynn has found that the trouble-free Sperry lot does for him what it has done for scores of other hermen—gets him to the fish and back with minimum penditure of time, fuel, manpower and money.

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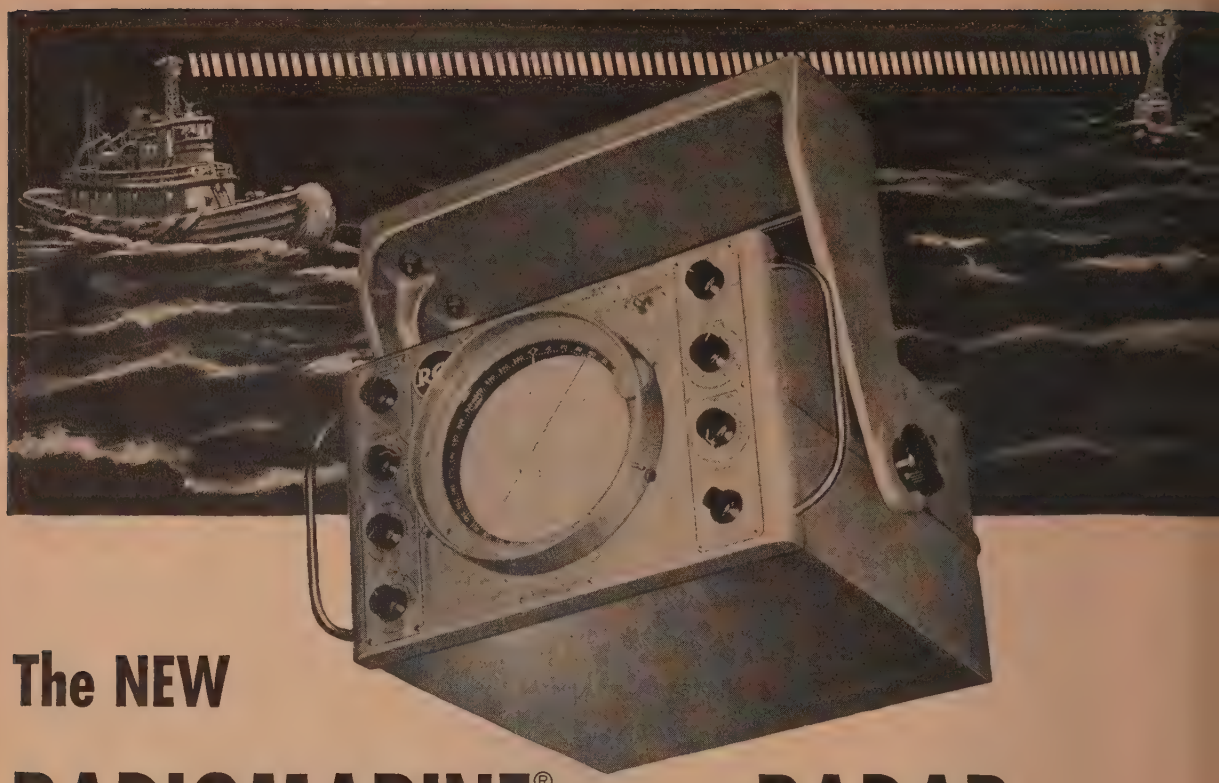

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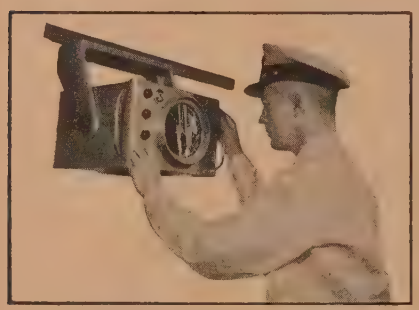

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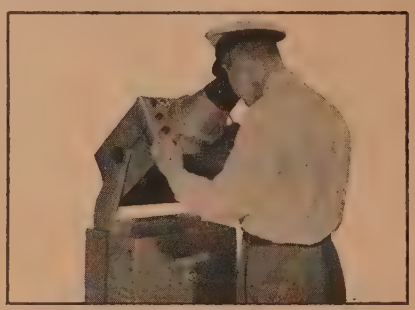

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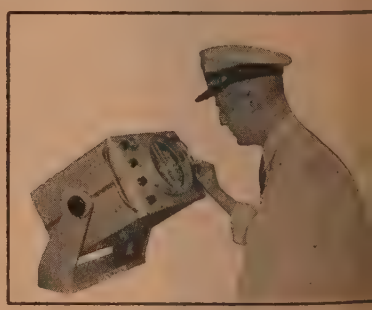

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-Foot Tuna Craft
rigerated in B.C.

n Berven, formerly of *Early Bird* Vancouver, B.C., has fitted out sub-chaser for the tuna fishery e-named the vessel *Randy*.

ndy is powered with twin 500-hp. diesel engines which give a top of about 18 knots. The after- is refrigerated with pipe coils ining Freon operated by a 7½- ompressor. It is one of the first ls to operate out of British mbia for tuna or Albacore that uipped with refrigeration facil-

rven, who fished for Albacore off Blanco several years ago with derable success, bought the y in Santa Rosalia, Mexico, last mber. At that time the name was *oria.*

even L" Stripped

even L, tuna boat from San , which went on the beach at San Lazaro recently, has been ped of everything salvageable, re- Arthur DeFever, marine sur- on the job, who made a trip agdalena Bay to survey the ves- The vessel has been pounded to s by the surf.

Here's Average Operating Costs of Albacore Craft

Average cost of operating a Pacific Northwest diesel Albacore vessel during the 1951 season was $6,487.56 or $322.42 per net ton. Average costs for all vessels were $7,098.62.

This is one of many interesting facts drawn by Dr. Richard Van Cleve, director of the School of Fisheries, University of Washington, from the data which he collected early this year for the fleet's use in presenting its case for a tariff on frozen tuna to Congress.

Although the size of these vessels and the number of individuals in the crew vary widely, it was found that an average of 11.1 persons are dependent on the crew of such a vessel, or .6 person per net ton of Albacore craft.

The average cost of the boats responding to the questionnaire was $20,963.50, or $1,069.98. (Note that this figure is *cost* not present *value* nor *replacement cost.*)

The average Pacific Northwest Albacore boat is in "operation" for 29.6 weeks per year. (Dr. Van Cleve interprets "operation" to mean engaged in actual fishing, and to be exclusive of time in which the vessel was under repair, preparing gear, outfitting, etc.)

Itemized breakdown of average expense, and the average per net ton of vessel follows:

Item	Total	Per net Ton
Upkeep and repair		
Diesel	$1,987.97	$ 90.60
Gas	810.15	108.27
Petroleum	931.65	50.93
Gear	933.62	50.17
Bait	486.48	23.32
Provisions	1,018.48	54.72
Taxes	158.15	8.69
Insurance	971.21	43.99

Reported average gross sales per boat in 1951 were $15,421.31, or $852.70 per net ton of vessel. After deduction of the average expense of $7,098.62, this leaves average net income available for shares of $8,322.69.

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ays Harbor Tuna e in Appearing

e first albacore tuna of the year Grays Harbor were landed at tport July 29 by the *Hady Joe* of tle, skippered by R. H. Rand. nd brought in seven tuna, all of um size, which were caught t 100 miles off the Columbia r. The first tuna are usually ght into Grays Harbor about July

e second Grays Harbor delivery made the next day, July 30, by oat *Ideal,* which unloaded 24 fish, of which weighed 28 pounds, at Hannula Fish Company. Oscar ing, skipper, said the fish were about 70 miles off the Columbia lightship. The fish averaged for nost part about 15 pounds.

umbia Gillnetters Without Contract

lumbia River Fishermen's Pro- ve Union decided on the eve of pening of the late summer sea- July 29 to go fishing without a contract with the buyers. The left its members free to sell fish to the highest bidder. ckers' offer was 25c per lb. gh August 10; 22½c through st 17; and no set figure there- as quality of the fish would n their value.

Tuna Clipper Cook Lost By Drowning

Paul H. Olsen, Chula Vista, Calif., lost his life by drowning while aboard the crippled tuna clipper *Veva R.* off Baja California as she was being towed to San Diego, by the *Kanak,* Pacific Towboat & Salvage Co. tug. Olson was a cook aboard the *Southern Queen* but had transferred to the *Veva R.* when that vessel left Magdalena Bay in July.

Arthur DeFever supervised floating the bait boat, once the *City of Naples,* after she went on a reef in Magdalena Bay. The *Veva,* now back in San Diego, will take somewhere around $100,000 to make her seaworthy again, reports Capt. Donald Harris.

"Sundown" Is Lost On Unimak Pass Rocks

Freezership *Sundown,* homeward bound from Bristol Bay with frozen salmon for canning, struck a reef in Unimak Pass and sank early in August, according to a message received from Dan Luketa, master.

The vessel was owned by Sundown Fisheries, composed of Mrs. Paul Luketa and her sons. It went north first in 1951, and returned this summer. Amount of fish aboard when she was lost was not reported. The vessel's people made shore safely and received help.

Troller Is Looted

About $300 worth of salmon gear was stolen from the troller *Seaside* as it was tied up at the Westport fish base late in July.

The boat was tied up while it was advertised for sale to settle the estate of the late Fred L. Baldridge. Salmon gear and tuna gear all were taken as well as about $75 worth of tools and life preservers, also a $25 first aid kit, and lines.

The thieves not only stole from a dead man but robbed the 11-year-old orphaned son of Baldridge.

Eureka Harbor Project Funds Squeak Through

Among last minute legislation enacted by the outgoing Congress was an enabling act authorizing the Army Engineers to proceed with a $406,500 improvement project for Humboldt Bay. The program includes deepening the harbor bay entrance to 40′ and the main interior channels leading to Eureka, Samoa and Fields Landing to a mean depth of 30′.

The legislation was pushed through in the final hours of the session by Congressman Hubert B. Scudder, Sebastapol, California, with the assistance of Senators William Knowland and Richard Nixon, California, Senator Harry Cain, Washington and Senator Guy Gordon, Oregon.

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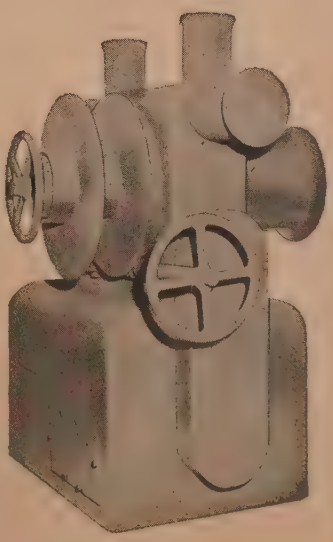

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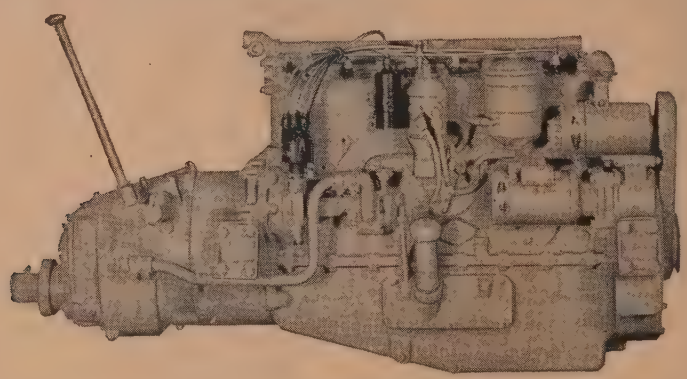
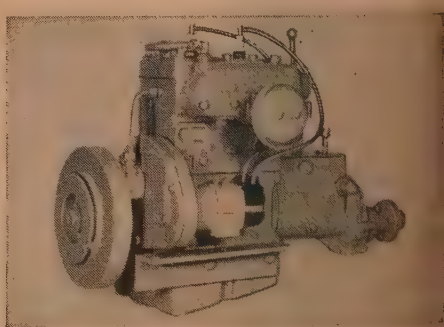


Sea-Prince **develops 100-hp. at 3600-rpm. Other engines in this series are *Sea-Rover*, with 130-hp. at 3000-rpm., and *Sea-Mate Special*, 160-hp. at 3000-rpm.**

Small, 65 cu. in. displacement, powerful and compact, the *Sea-Cub* **delivers 25-hp. at 3400-rpm.**



Light in weight, power-packed, designed exclusive for small boats, the *Sea-Twin* **with its two cylinde develops 10-hp. at 3000-rpm.**

so II" Sets High ndard for Trollers

ty-one feet long and powered 165 horses, Roy Herrington's troller *Peso II* is recognized by nbia River trollers as setting an tionally high standard of troller pt and equipment.

signed by Ed Monk, Seattle architect, she was built by Il- Boat Works, Ilwaco, and pow- with a 165-hp. G.M. diesel.

rrington has been fishing 22 , and for six of them his wife, a, has accompanied him as crew. iden voyage of the new vessel her to Southern California for lbacore season.

y Catch of Late non Season Short

umbia River salmon production g the late summer season, which d July 29, proved a good deal nan heavy. The fish taken during rst full week of August definitely of the mid-summer type, fine ancy; but in volume well below ish August run.

elo's Boat Repaired

nuel Rabelo's Monterey fishing which was recently damaged in lision with a landing craft in Diego Bay has been repaired e Mauricio & Sons boat yard in Loma.

Big Clippers Collide

A collision between two major San Diego tuna clippers, the steel *Antoinette B* and the wood *Azoreana,* off Ecuador July 29 almost sank two vessels, as each was extensively damaged. The steel hook-and-liner was able to reach Balboa, C.Z. under her own power; the *Azoreana* was taken to Manta, Ecuador, for inspection. She was said to have suffered heavy hull damage. Efforts were being made to patch her up for the long trip to a San Diego yard. The *Antoinette B* had a caved-in bow and other damage.

Clipper Hauls Clams

The San Diego tuna clipper *Aztec* has been sold by Joe Basinger to Ray Allen and associates, and is now hauling Pismo clams from Lower California to South Pacific Canning Company, Long Beach. Joe Basinger thus retires from the sea after many years and resumes his shoreside job of motion picture projector operator.

South American Shrimp Goal for "Ballihai"

The fishing boat *Ballihai* has been outfitted at Campbell Machine Co. yards, San Diego, to fish shrimp off South America. The work is being done under the supervision of George Lourakis. A Hallett 8-hp. water-cooled auxiliary has been added to the boat and a 3-drum winch.

Tunaboat Men Approve Interior's Tariff Support

Support of the Department of the Interior for the bill to place a temporary duty on imports of frozen tuna was vigorous, rather than lukewarm, according to Harold F. Cary, general manager of the American Tunaboat Association in disagreeing with this journal's characterization of Interior's support of the measure in the face of the Department of State's outright opposition.

"The department has apparently spent a great deal of time studying the entire situation and has determined on the facts that the United States industry has a strong case," said Mr. Clary. "We are deeply appreciative of this action on the part of the Department because they did take the necessary time and effort to go into the matter fully and have spoken out strongly on behalf of an American industry. We think that their attitude can be described as something a great deal stronger than lukewarm. We believe that their attitude deserves the commendation of the fishing industry of the West Coast."

Tunaman Dies at Sea

Baltazar Cervantes, 45, of Ensenada, fishing aboard the *Katie Lou,* died of a heart attack aboard the clipper in late July. He leaves a wife and seven children.

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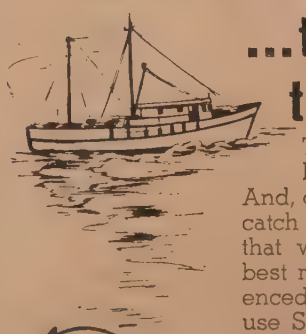

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SITKA SOUNDINGS

August found the salmon trolling fleet around Sitka depressed and worried. June and July produced no definote runs of King salmon. Highliners and beginners alike were dragging from early morning until late at night to catch enough fish to pay their expenses. All through June and into July there was optimism on the radiotelephones. It was tough, but the word was: "They are only late. They will be here on the next tide."

By July 10 Floyd Hart on the *Jo* and G. A. Anderson on the *R.G.A.* could no longer stand the uncertainty and left for the South. There has been a steady trek since then with only a few of the southern boats still waiting for a run to start. The quality of the salmon caught has been above par. Big fish, many of them weighing from 40 to 60 pounds, with practically no small reds.

It may be that the fleet has mushroomed to such proportions that there is not enough salmon to go around. Early in the spring the Sitka Cold Storage promised seasoned ice for the entire season, but the demand has been so great that facilities have been taxed to the utmost, with more boats than ever before.

The old timers say: "Cheer up. There will be fish yet." But to Sitka trollers next spring looks a long, long way off.

Lewis Jensen purchased the Sitka Machine Works from William (Bill) Sarvela in July. Mr. Jensen operated a garage and machine shop in Southern California before he came to Alaska. He was with the Alaska Native Service for a number of years and was associated with the Webb Marine Service for a few months before taking over the shop. The Sitka Machine Works was establishe John N. Sarvela in 1918 and has operated by one of the family that time, except for a short during the war when the boys we the service.

The Triune Service, owned an erated by Art Franklin is the agent for the "Fathometer Jr." ter Trent, engineer at the Sitka Storage, is doing the installing servicing.

The many friends of Frank Seen well known Pittsburg, Calif., boatb were grieved to learn of his death month. He was said to be the orig of the Monterey type of crab boat

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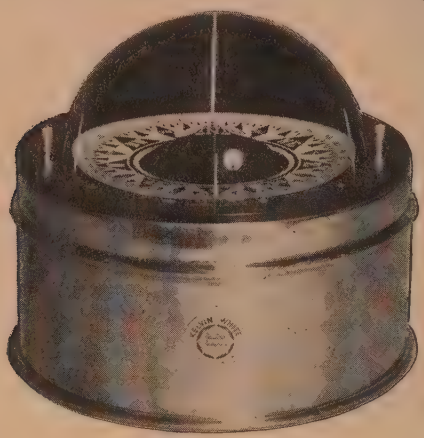

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Chinook Landings Harbor Record

dings of Chinook salmon on Harbor have set a new record e season according to statistics ed by the department of fish-

troll fleet delivered 2,426,000 s (dressed weight) of this spe- uring the 3½-month span, com- to 2,318,000 pounds for the en- ason of 1951, when the previous was established.

over-all ocean catch of chi- covering deliveries at all Wash- ports, is within range of the ie record of 4,827,000 pounds in 1946. The total through June as 3,254,000 pounds, including 0 pounds landed at Seattle, 115,- ounds on the Columbia River 16,300 pounds at LaPush.

e Seiners Fined llegal Fishing

gal fishing by two of the Native- seiners of Kake, Alaska, nt stiff fines in the Juneau court. es S. Johnson, skipper of the *J.*, was fined $400, and his four ien $200 each. In the case of d Bean, skipper of the *Eunice,* ne was $500, and his crewmen ined $250.

boats were detected fishing il- in Port Houghton July 29.

fornia Seiners Alaska Salmon

umber of San Francisco and rey purse seine skippers fished n in Alaska this season.

ong them were: Joe and Mike nte, *Torrente Bros.,* Sam Taran- *New St. Joseph,* John Russo and Bruno, *Star of Monterey;* Joe lo, *Sea Traveller;* and Joe Criv- *Endeavor;* Gaetano Compagno, *Flower;* Erasimo Aiello, *Lucky* Paul Spadaro, Joe Lucido, and Ferrante, *Santa Ana;* Sal Fer- *Rosanna;* Art Bruno, *Two es;* Joe Aliotti, *Phyllis,* Mickie *Camarillo;* and Mariano Tor- *New Vagabond.*

Silver Salmon Run Late on North Coast

Trollers were surprised, and not a little disappointed, by the failure of Silver salmon to show in any significant volume in the catch off the Oregon and Washington coasts prior to presstime.

Well into August the take of Silvers at sea had been insignificant.

While this condition was not nearly so marked in British Columbia and Alaska, the fact remains that production in those two highly important areas was far short of usual volume. This was a particularly marked reversal from 1951, when Alaska had one of the heaviest runs of Silvers in recent history.

Eureka Halibut Landings Only 26,900 Pounds

The 1952 halibut season deliveries at Eureka ran to only 26,900 pounds, one of the shortest catches on record for the port, which reflected a trend noted for several years. At one time, halibut operations ranked as a close competitor to salmon activities, but in recent years deliveries have consistently dwindled, with only a few craft working out of Eureka.

However, Marine Warden Walter Gray, of the California Division of Fish and Game, has voiced the opinion that the supply gradually is being built up again and that future years may see a revival of the once brisk trade.

Chartered Tender Serves West Coast Shrimpers

Frances Ann, formerly a sharker, owned by Gus Wandtke, Sausalito, has been chartered to Wilbur-Ellis Co., San Francisco, to be used as a mother ship to furnish provisions, ice, and fuel to the shrimp boats operating in the Magdalena Bay area.

Johnny "The Sheik" Mladinich, San Francisco, took the *Frances Ann* from Sausalito to San Diego, where she was loaded with 120 tons of ice, extra fuel, and other provisions for the trip south.

Ketchikan— Roy Furfiord Has Record Crab Trip With 1,607 Dozen

Record delivery of Dungeness crabs is claimed for a trip landed at Ketchikan in August by the *Barbara Lee,* owned and fished by Roy Furfiord. The count? *1,607 dozen—19,284 crabs.*

The crabs were delivered to the Pacific Pearl of Alaska cannery in the plant of the Ketchikan Cold Storage. They were taken in a two-day trip to the Hecate Strait area, pioneered by Furfiord a few years ago.

With Furfiord on the record trip as crewmen were: Everett Sharp of South Bend, Wash., Kenny Swanson and Stanley Burgess of Hoquiam.

Four boats beside the *Barbara Lee* serve the plant of Pacific Pearl of Alaska, a company headed by Ivar Wendt of Seattle. Superintendent is James E. Sales Jr.

The Pacific Pearl fleet includes:

Jackie Jo, with Francis LaPointe of Westport, Wash., skipper, and Don Stedman of Westport and Dick Branshaw of Tokeland.

Skipper, commanded by Norman Winters, with Frank Akers and Frank Bruener, all of Hoquiam.

Karen, owned by Graham Brothers of Coos Bay, with Tony in command and his brothers John and Sterling as crew. This boat has a 1,100-dozen trip on its record for 1952.

Tina, the only Alaska-owned boat, with Bill Nelson as skipper, and Jim Nelson and Harvey Bohanen as crew. All are from Ketchikan.

"Westwind" Loses Rudder

The boat *Westward,* out of Aberdeen, Wash., had a narrow brush with disaster in July when she lost her rudder at sea off the northern California coast. She was towed to port in Eureka by the Coast Guard cutter *Ewing.*

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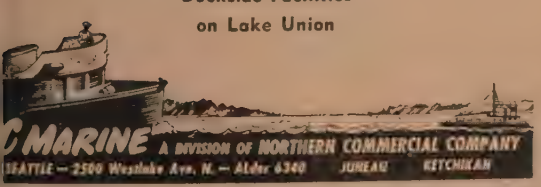

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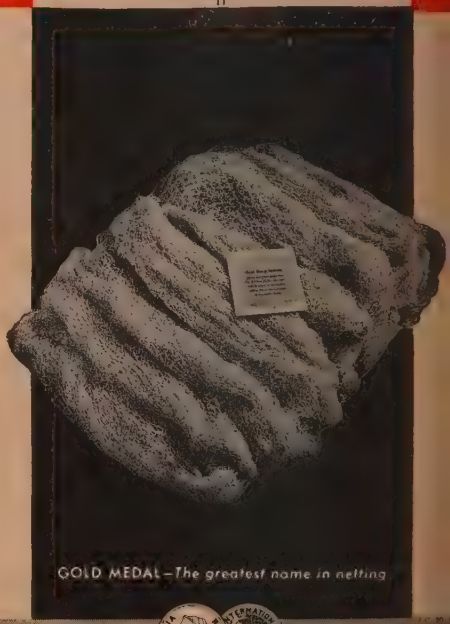

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Lucido, Monterey line Veteran, Passes

ther link with the pioneer days e California sardine industry ed last month with the death in rey of Erasimo Salvatore Lu-72.

nterey's sardine industry was in fancy when Mr. Lucido arrived in 1911, but he soon became one e top skippers in the fleet. His oat was a lampara, *Rosina*, and s in the forefront of the great ry changes that saw the advent e half ring boats, and then the seiners.

1925 he built the first *E. S.* o, a half ringer that replaced *osina*. Then in 1930 he built the first purse seiner to be built in rey, using the beach near the water for his ways. The present *Lucido*, one of the fleet of big seiners was built in 1945.

ny of Monterey's present purse skippers first went to sea as ers of Mr. Lucido's crews.

was a charter member of the rey Purse Seine Association, s predecessor organizations, and l many times as director and resident of the organization.

recognition of his leadership in dustry Mr. Lucido last year was n with O. Enea, and Peter Fer- to be grand marshal of the Rosalia Festival.

ide his wife, Mrs. Bessie Lucido, ves three daughters, Mrs. Hor-Mercurio, Mrs. Neno Belleci, and Paul Orlando, all of Monterey; ons, Anthony E., Salvatore J., Monterey; and two stepsons; P. Aiello, Pittsburg, and Thom-Aiello, Monterey. He also leaves ther, Joseph Lucido, Redwood and a sister, Mrs. Salvatore eri, Pittsburg. There are 17 children, and two great-grand-en.

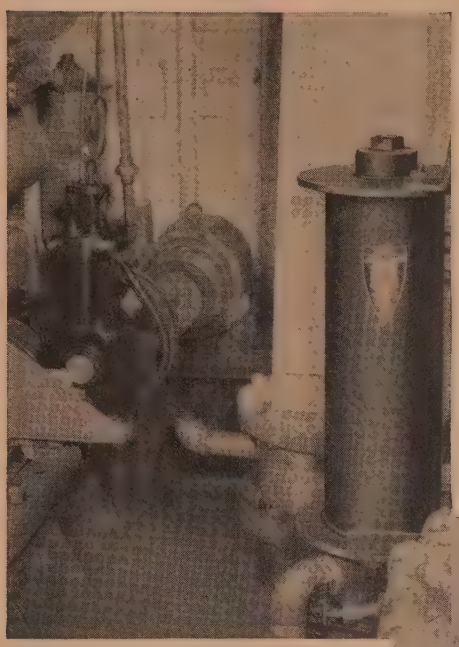
Lucido was born at Isle de ne, Italy, Nov. 25, 1879, and to Pittsburg, Calif., in 1894, g to Montrey 20 years later.

erman Trawlers ply Chilean Plant

n "Scotty" Hay, well known in acific Coast sardine processing ry, and formerly with Keystone ng Co., San Francisco, is back Bay City after a three months t San Vicente, southern Chile. Chile Scotty was engaged in get-ne bugs out of a reduction plant annery that is going to operate fish like hake.

tty said that fish was being sup-the plant by four German trawl-diesel powered, with German They have a capacity of about ns each, and are built of steel. are the same type of trawlers perate on the Baltic, and are r to Pacific Northwest halibut

Fishing Industry Adopts AQUA-CLEAR FEEDERS



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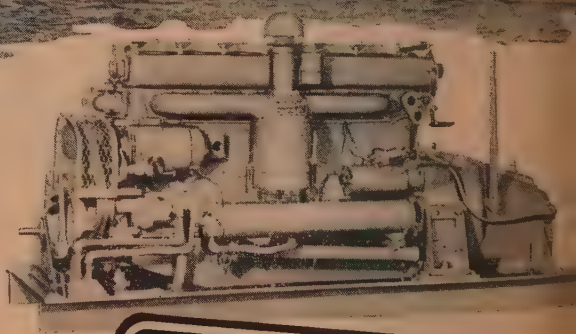
It will pay you, too, to check with Murphy owners in your waters. We think their enthusiasm will lead you to the same conclusion that Mr. Hossfeld reached. Your Murphy Diesel Dealer will be pleased to give you the names of Murphy owners and will give you full information on the engine. Call him, today.



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243

ss Landing—
ru" and Cargo
t on First Trip

Moss Landing troller *Mirn,* by Wayne Coker and Nixon of Castroville, went aground a mile south of the harbor en- July 16 and was declared a oss by the insurance company. o men were brought safely to on lines thrown to the boat Monterey Coast Guard.

age crews worked against time le for days thereafter attempt- free the 41′ vessel from the ut were not successful. Some gear was rescued by Karl Mc- of the *Millie M.* and the hull ally cut to pieces in order to engine out.

two men were returning from rst Albacore trip of the season addition to the loss of the hey lost the two tons of Alba- ey were bringing in to Moss g. Kerr and Coker purchased *rn* in June 1951 from Sherman ds of Mossyrock, Wash.

Landing "skyline" won't look me when the two LCI's *Cresta* and *Cordova* are moved out of bor. The big vessels, owned by Food Products Corporation terey and Moss Landing, have old to the Wilbur Ellis Co., of rancisco, according to W. O. general manager of Hovden's. ice was not disclosed.

tly what the boats will be used not been stated yet. The Wil- lis Company has interests in or the vessels may be used for ships in the Albacore industry. during the war, there were lly four boats of this type in rbor. The *Sardinola* was pur- by fishing interests in Chile. s in the Monterey Bay area be- vitching gear from salmon to re about the middle of July as ly run of tuna made an ap- ce. The fish were about twenty- thirty miles out, a two and a three hour run, making it pos- or the smaller boats to go out hem. W. B. Clark on the *Ar-* uck Goodale on the *Mary Kay;* mlinson on the *Croaker;* L. S. of the *Teal* and Ray Hoenk on *ra R.* were among the first to eir jigs out. Their catches of 500 pounds a day encouraged oats to try their luck.

e is usually quite a lapse of etween the salmon and Alba- asons here. This year they have ht in to each other and fisher- e thankful there is no waiting

* * *

Tomlinson on the *Croaker* and rdan flying a Piper Cub plane have made several successful sets on white sea bass off the mouth of Salinas River. Fishing on the *Croaker* with Bill, were Stanley Haskins, Jack Daniels and A. R. Armbister.

* * *

Bill Boyer of the *Glacier* has left for Long Beach, where he has accepted a job with the Shellmaker Co. Bill was leverman on the Shellmaker crew which dredged basins for the Texas Company and the Elkhorn Yacht Club last winter and spring.

* * *

Eight Monterey canneries opened in July, seven of them packing anchovies and Westgate-Sun Harbor packing imported tuna. About 600 persons were placed on cannery payrolls.

With both imported and local tuna, Westgate-Sun Harbor plans continuous operation, the first since a $1,500,000 warehouse fire, destroyed heavy stocks of tuna last December.

Big catches of anchovies and herring were delivered to canneries in Moss Landing and Monterey all through the month of July. Catches were made in the Santa Cruz area and points north.

* * *

The *Gull,* a converted LCVP, enroute from Moss Landing to Morro Bay went aground recently, a short distance north of San Simeon cove. The vessel, owned by James T. Nash of Saticoy, broke a propeller shaft at sea and drifted in to shore. Stranded high and dry some 20 or 30 feet above the surf line, the *Gull* presented a real problem for the crew of the Coast Guard vessel *Alert,* who were maneuvering off shore in shallow water. A bulldozer from the highway department was called to assist in the operation and shortly after the *Gull* was under tow to Morro Bay where the damaged boat is undergoing repairs at the Harbor Boat Works.

* * *

Milt Anderson of the *Lanola* signed on a new boat puller this season. "She" is his wife, Zora, who has obtained leave of absence from her duties as postmaster at Moss Landing.

Another family fishing group are the Jimmy Dales, who will be joined on their new boat *Flyer,* by Mrs. Dale's son and daughter-in-law, Allen and June Longley.

* * *

Fish that preferred being caught, to death in a shark's jaws, paid off in many extra pounds for Sebastian Gagliardo of the *Goodwill,* recently. A shark, tailing the boat, so scared a string of fish that they headed one after another straight for Sebastian's hooks, while he just stood there and pulled them over the side.

* * *

Making her initial visit to Moss Landing recently was the 60 foot *Isis,* largest troller outside of the halibut boats to come into the harbor. The Isis, owned by Mr. and Mrs. John Martinsen, was on her way to the tuna fishing grounds but this will probably be her last season under the present skipper.

For many years, the Martinsens supplied fuel and groceries for the cannery tender boats in Alaska where weather and fishing conditions are bitter and rough. They feel they have had enough of that and are ready to come ashore. The *Isis* will be for sale after this season.

George Brandt on the *Ginger* and Curtt Olsen on the *Sonja,* who had been salmon fishing off the coast of Washington, joined the albacore fleet in the south. Lee Bothwell on the *Albacore II* left Moss Landing early in July, leaving the harbor practically empty of the big boats.

Dick Maier on his 90 foot boat *Warrior,* has returned to dragging in the Moss Landing-Santa Cruz area, after repairs were completed in San Francisco on the vessel's shaft. William Diesbrock has tied up his boat *Kay Lee* to join Dick on the Warrior.

A new boat began dragging operations out of the harbor recently when "Slim" Matthews and Andy Cuthberson purchased the *Condor II.* The diesel powered rocket type boat was bought in San Francisco, new winches installed and the vessel brought to Moss Landing where drag fishing has been good.

"Verona" Sets Perch Record for Bodega

What was said to be the largest catch of rosefish (ocean perch) ever to be brought into Bodega Bay, Calif., was unloaded in July at the Meredith Fish Co. dock by Walter Lucas, skipper of the dragger *Verona.*

Mr. Lucas made his catch of 20,000-lbs. about 25 miles off Bodega Bay in 1,000 ft. of water, in three 2-hour drags. The catch brought 5c per lb. Aboard the *Verona* with Mr. Lucas were Lloyd Williams and Edward Hickman.

"Jo-Jo" Really Fixed Up

Jo-Jo, a hook and liner, owned by E. A. Giacobbi, San Francisco, has been repowered with a new Chrysler Crown, sold and installed by Boicelli & Boss, Fishermen's Wharf, who also provided the new propeller and the Goodrich cutless bearing. A Freeman Iron Mike was purchased from Cinotta Bros.

Jo-Jo has also been equipped with a five watt Radiomarine radio telephone system, which, with the antenna, was purchased from Marine Radio Electronics, Fishermen's Wharf. Extensive remodeling to the cabin was done by Mario Beviaqua.

Fish Stealing Charged

Benjamin E. Cole, 20, Taholah, was arrested by FBI agents June 26 and charged with stealing $160 worth of Quinault salmon from the Keystone Packing Company in Taholah.

UNOBA grease gives greatest protection against salt water damage

Experienced shipowners and fleet operators insist on UNOBA grease because it protects against salt water corrosion and rust. UNOBA forms a tough film that salt water . . . even boiling water . . . and temperatures up to 250 degrees can't cut through.

UNOBA has an amazing ability to adhere to metal surfaces over long periods. Under the most severe operating conditions, its tenacious coating cushions the straining and grinding of bearings, chains, winches and other gear.

UNOBA is a multi-purpose grease. It saves you money by performing jobs that formerly required many different types, grades and brands of single-purpose greases. And multi-purpose UNOBA reduces costly mistakes due to using the wrong grease.

Ask about money-saving UNOBA grease at any one of the Union Oil marine docks located in key Pacific harbors from Alaska to Panama.*

UNION OIL COMPANY
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*Union Oil marine products are also available in most principal west coast ports throughout Central and South America and in the Far East.

merican Seiners Defend nported Netting Position

John J. Real, manager of the Fishermen's Cooperative Association of San Pedro, composed of the owners of purse seine essels egaged primarily in the sardine, tuna and mackerel shery, furnishes the journal with the following statement of he position of this organization, representative of American shermen, with respect to their use of foreign netting, and the easons therefor. The response was stimulated by a letter om John R. Heath, chairman of the board of the R. J. Ederer o., which appeared on Page 72 of our issue for June, 1952. Mr. Real in his response makes the sound point that Ameri-an fishermen in seeking a tariff on frozen tuna—now on the ee list—are asking protection from imports, but not their mbargo.

is in answer to a letter from . Heath of the R. J. Ederer Co. ing the matter of importation netting by American fishermen abroad, a copy of which was ed in the June 1952 issue of *Fisherman.*

Heath advises that considerable nce was afforded the tuna in- by his company during the ariff fight. Unquestionably the Ederer Company as well as the domestic netting manufacturers never been found wanting in ing assistance to our fishermen ir many legislative problems. eath's portrayal, however, of nerican fisherman's actions in urchase of foreign netting as inconsistent with our drive for f on tuna is wholly erroneous. ting a protective tariff is en- a different proposition from ting a "Buy American" cam- We of the fishing industry have ently recognized the necessity nulating world trade and pre- world friendships and we it our activities in seeking a n tuna squarely within national g as expressed by congress in ciprocal Trade Agreements Ex- Act where it is declared there- t trade barriers to imports be reduced *if it did not cause aten to cause serious injury to ic industry.* World trade thus ted is certainly beneficial, if not ary, to the welfare of the im- ce of world trade. *Most of our tion of sardines finds its final in the foreign market.* Thus, other motive prompted our en- ement of world trade, "enlight- elf interest" should.

tuna industry has not once dur- vigorous campaign for tariff tion indicated that it seeks an go on foreign tuna or a tariff would in effect prohibit its im- on. We seek only similar meas- f protection as are afforded United States industries. The *industry enjoys a protective tariff of 40% ad valorem.* It cannot be said that such tariff has not been of assistance. As a matter of fact it has resulted in a *near prohibition* of the importation of cotton tuna netting by American fishermen.

But if the situation of the domestic netting companies is such that the present tariff is insufficient to protect them against *serious injury* then they too should seek the relief which is afforded them by our national tariff policies. If the injury complained of is such as to cause the results set forth in Mr. Heath's letter namely, that the domestic netting companies will eventually, because of foreign competition, be rendered to a position where they will be unable to supply domestic requirements, then truly the threat of serious injury is present. Let them lay their case before government. Their problem in that regard would be no different in principle than ours and we certainly would assist them in efforts along that line if they can establish the seriousness of their case. Viewed in this light, where is the inconsistency in seeking a reasonable tariff on tuna while paying, without complaint, a tariff on netting and further inviting the domestic netting producers to seek a higher tariff if what they have is insufficient to stave off serious injury? It would appear that the only thing the American fisherman seeks is *consistency* in the over all tariff structure.

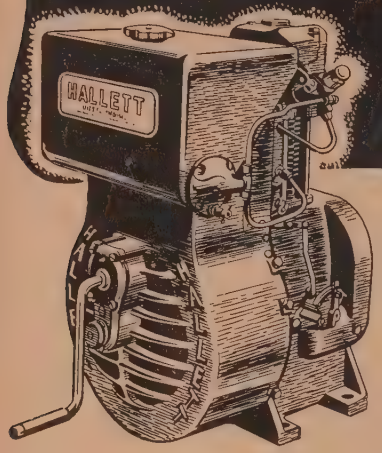
Aside from any theoretical discussions as to the value of world trade, several practical factors forced the American fisherman to seek a foreign source of supply for at least a portion of his netting requirements. Since the end of World War II the California purse seine fleet found itself in a situation where, in spite of increases in fish prices, increasing costs of operation and other factors combined to cause a rapid downward trend of profits which at their peak were never exorbitant. During the last few years this has reached the point where the profitable purse seine operation has been the exception, not the rule. We then turned to the only factor over which we had some measure of control, namely, costs of operation. We used the medium of a purchasing cooperative to do group buying in an effort to reduce these costs. Although we approached domestic manufacturers first, we found that the only outlet for group buying in netting at that time was in the foreign market since, understandably, domestic manufacturers already had middle men establishments which they did not wish to disturb. The approach to this, we believe, was fair, wise, and in line with established business principles. We did not buy foreign cotton tuna netting because, although it was somewhat lower in price, we believed that the quality of American tuna netting and the service rendered by the distributors of this product made up for the difference in price. In sardine netting however, such was not the case. In 1950 the price of foreign sardine netting through the medium of group buying was $1.06 per lb. while American sardine netting was being sold for $1.87 per lb. This differential was obviously sufficient to warrant foreign purchasing. In 1951 these same fishermen then ordered netting from Holland instead of Japan because they believed from the sample submitted that the quality was superior to that of the Japanese netting. The differential was not so great as that which existed between Japanese and American netting but still sufficient to warrant purchasing aboard through the medium of group buying. All of this resolves itself to one question which we believe answers itself. What American industry would forego purchasing abroad when *all other factors being relatively equal,* the price of the foreign product was substantially lower? Competitive considerations would force foreign buying under these circumstances just as those same factors prompted American fishermen to buy abroad and, more in point still, *prompted American netting distributors to also engage in the buying and reselling of foreign netting.*

If what we were seeking in our appeal for a tuna tariff was an embargo or a prohibitory tariff, Mr. Heath's analysis of our actions might be correct and his inferences as to the inconsistency of our position would be justified. But in light of the facts as herein related *where is the inconsistency of the American Fishermen's actions?*

1952 Alaska Contracts Win WSB Approval

Wage Stabilization Board approval was granted at the end of July to contracts for 1952 Alaska salmon operations. This cleared the way for payment which generally was an increase of 4% over 1951 rates; plus health and welfare benefits.

HALLETT
AUXILIARY POWER PAYS OFF!

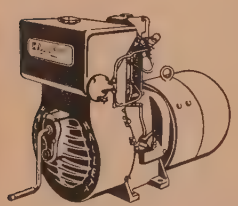


Standard Model AC-1 5 h.p. Air-cooled diesel engine.

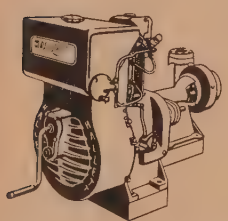
Hallett Air-Cooled Diesel Engines, because of their compactness, rugged construction and minimum weight offer the boat owner a real "work horse" to power his auxiliaries.

The Model AC-1, using a combination power take-off will deliver power to a small generator, bilge pump, bait pump and compressor, or may be used as propulsion for small boats.

Hallett standard one and two-cylinder water-cooled 8 and 18 horse power Diesel Engines are also available for a wide range of Marine applications.



Hallett Diesel electrical sets from 2½ to 10 KW.



Hallett pumping units are available in wide range of capacities.

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NC MARINE
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The World's Finest, Dependable Low Horsepower

FISHERMEN Save Over HALF MILLION DOLL
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COMMERCIAL FISHERMEN'S INTER-INSURANCE EXCHANGE

STATEMENT OF ASSETS AND LIABILIT

December 31, 1951

ASSETS

Cash in Bank	$ 32,330.03	
Cash in Office	75.00	
Certificates of Deposit	75,000.00	$107,45
Cash Collateral for Bonds on Claims in Litigation		40.0
Premiums in Course of Collection		46.76
Re-Insurance Payable from Losses Paid		27,00
Utility Deposit		1
Accrued Interest		64
Bonds		300,00
Due from Attorney in Fact		4,98
		$526,81

LIABILITIES

Reserve for Unpaid Losses		$ 22,50
Reserve for Claim Adjustment Expense		2,17
Reserve for General Expense		75
Reserve for Premium Tax		2,75
Reserve for Unearned Premiums		55,20
Refunds Due Subscribers		52,09
Reinsurance Payable		1,23
Interest Due on Certificate of Contribution		12,65
Employees' Tax Payable		30
Reserve for Certificate of Contribution Retirement Fund		144,03
		293,69
Subscribers' Deposit	$200,000.00	
Policyholders' Surplus	33,113.68	233,11
		$526,81

The Commercial Fishermen's Inter-Insurance Excha was organized by a group of commercial fishing ve owners of San Pedro, California, on September 13, 1943, are now admitted in the States of Oregon and Washing for the purpose of insuring their commercial fishing vess This company is owned and controlled by its policyhol through the Elective Board of Governors and Advisory C mittees. All savings on premiums are reverted back to policyholder.

	1947	1948	1949	1950	19
Gross Premiums Written	$402,694.01	$395,217.01	$383,289.68	$307,697.19	$290,8
Less Return Premium	34,822.15	4,897.59	25,795.98	11,588.52	22,3
Net Premiums	367,871.86	390,319.42	357,493.70	296,108.67	268,2
Less Reinsurance Premiums	78,837.89	130,677.37	121,582.06	121,959.16	114,8
Net Premiums Written	289,903.97	259,642.05	239,911.64	174,149.51	153,4
Earned Premiums	268,396.51	235,805.78	229,004.22	178,691.16	163,6
Expenses, Including Losses	107,853.62	82,935.73	117,517.96	164,377.99	111,3
Net Savings for Distribution	160,542.89	152,870.05	111,486.26	14,313.17	51,7

Total Earned Premiums Since Organized $1,524,0
Net Savings for Distribution Since Organized 716,4
Average Net Savings .....

Home Office: Fishermen and Merchants Bank Buildi
411 West Seventh Street, San Pedro, California
Phones: TErminal 2-4278, 2-4279, 2-4270

Eureka Office: 417 "G" Street
Eureka, California
Phone: 4382
Noel (Knute) Franklin,
District Representative

Astoria Office: 51 Ninth Street
Phone 2032
Astoria, Oregon
Jess Wright, District Representative

Tacoma Office: 507 Provident Building
Tacoma 2, Washington
Phone BRoadway 3769
James De Polo,
District Representative

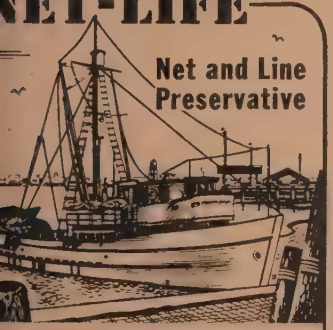
Everett Office: 1228 Broadway Street
Everett, Washington
Phone BAyview 4338
Ernest Anderson,
District Representative

San Pedro Seine Sets

ve Vilicich, co-operator of the -Tane marine station in San , is due back in San Pedro soon a stint on the *Alaska Reefer,* n freezership in which he and ther have an interest. His father, spent part of the summer on *Iarsha Ann* and the *California,* Pedro purse seiners converted to n freezing for the Bristol Bay . . . *GOLDEN WEST* docked rminal Island in August with ggest load of tuna the seiner has roduced, reports skipper *John vich;* a mixed load of Bluefin, wfin and yellowtail . . . *Benny ne's* new combination fishing nas been doing well in her first er of fishing. The boat, built by *DiMeglio,* is named *DOR-ANN* s powered with a 671 General s diesel engine and uses a 2⅛ e Products pump . . . Recent of Net-Life, for treatment of are the *DEFENSE, ANTHONY ORTH QUEEN* . . . *Steve Gargas,* as had the *COLUMBIA* in South ican waters for most of 1952 thus elivering to Balboa, Canal Zone, noved into his new home on este Drive in San Pedro.

k Vlastelica took out the purse *MARAUDER* on her last trip for tuna . . . *WESTERN MON-* has returned from her fifth trip of the year, one of several

NET-LIFE



sy to apply, no heating, dipping ne—5 to 10 minutes. Quick to y—6 to 12 hours.

ghest fungicide, bactericide, and rmicide value.

niform penetration to core of e net.

o burning of net. Not harmful to ndle. No after stickiness.

truly homogeneous solution. No ttling or separation of ingredients.

anufactured under controlled, ientific conditions by the pioneer this modern type of preservative.

WHICH ADD UP TO GREATER ECONOMY THRU' GS IN NETTING, TIME, AND MANPOWER.

HKOTE COMPANY, Inc.
Manchester Ave., Inglewood, California

purse seiners to have established this record number of trips in 1952 . . . *John Real,* manager of the Fishermen's Cooperative Association, was in Sacramento in August for the special session of the California legislature. . . . Mr. Real also heads the Fishermen's Fiesta committee for 1952, with the big event scheduled for Sept. 19, 20 and 21 in San Pedro, theme of the boat parade to be Musical Memories. . . . The San Pedro purse seiners *COMMANDER* and *RECRUIT* have been in the Northwest for salmon this summer . . . The *STELLA MARIS* has been bought by *Ben Kukuzaki* of San Pedro, who is also interested in the *NANCY ROSE* . . . New members of the Fishermen's Cooperative include *STRANGER,* the *NEW SATURNIA,* one of the top mackerel boats for the season, skippered by *Salvator di Iorio;* and the *El Capitan.*

Purse seiners which have been fishing near the Equator and delivering to Balboa, Canal Zone, most of 1952 include the *COLUMBIA,* Matt Trutta, *JACKIE SUE, CESARE AUGUSTO,* skippered by Larry Zuanich, *VENUS,* Anton Felando, *LINA B,* Joe Kovacich . . . Chris Gaspar, captain of the *Jackie Sue,* and Larry Zuanich were home recently in San Pedro, however, for a vacation from tropical fishing. . . . the *ISIS,* fishing for Van Camp Sea Food Co., has a new Marine Radio Compass, automatic direction finder constructed by Marine Radio Service in San Pedro . . . Frank Mosich, engineer on the *ANTHONY M,* under the command of Anton Misetich, remained home on one trip of the purse seiner. John Buratovich took his place.

The Fishermen's Cooperative Association, San Pedro, reports that the number of trips by purse seiner members of their organization thus far this year is 179, comparing closely to the number of trips for the same period last year.

San Pedro purse seiners delivering to Port Hueneme during the mackerel season include the *Coral Sea* and the *Vittoria* and the *Clarmont.* Porter Bros., wholesale fish dealers in that area, are buying for Coast Fishing Co., Wilmington.

Wayron, market fishing boat, with Pierpoint Landing, Long Beach, as its port of delivery, has been equipped with a Marine Radio Compass, manufactured and installed by Marine Radio Service, San Pedro. The *U & I,* skippered by Pete Repovich and now fishing Albacore, has been equipped with the same Compass.

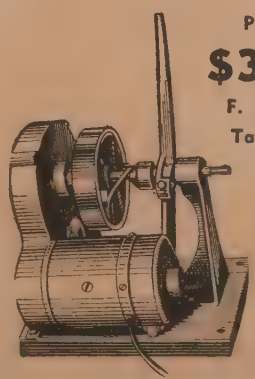
In Southern California
NORDBERG
GAS ENGINES
H. G. McKINNEY & CO.
Berth 192 TErminal 4-1473
Wilmington, Calif.

Dominic Roki, mastman of the seiner "Betty C," lends a hand spooling her new Wickwire steel purse line on the house-top reel as she readies for 1952 tuna fishing. He formerly was a crewman on "Sunbeam."

Scout Plane Pilot Saves Clipper Skipper

Capt. Arnold Freitas of the tuna clipper *Cape San Vincent* says he owes his life to the pilot of the vessel's scouting plane, Warren Peterson. When the plane capsized in 49 fathoms of water near the entrance to Santa Maria Bay, Peterson got free of the cockpit and dived after Freitas in the heavy surf. Crewmen of the clipper took Freitas aboard and put a line around the wing of the scouting plane to prevent it from sinking.

METAL MARINE PILOT
for True-Course Automatic Steering



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$300
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Manufactured by
Wood Freeman
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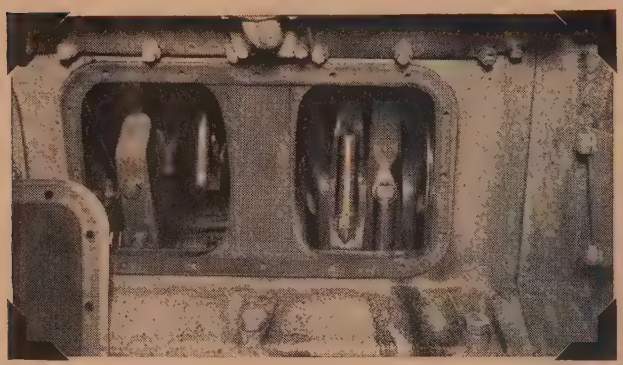
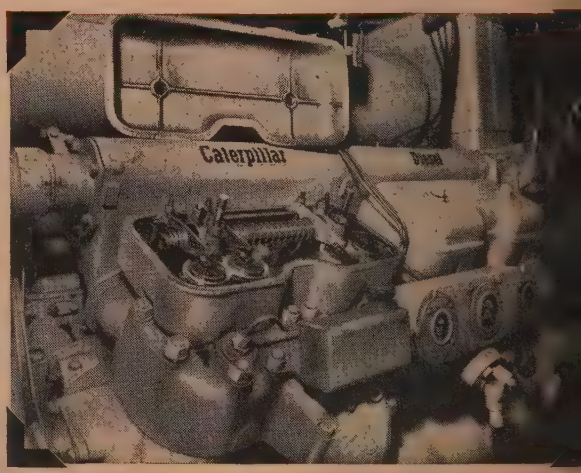
STANDARD ENGINEER'S REPORT

DATA	
LUBRICANT	RPM Delo Oils
UNIT	Caterpillar D-375 diese
SERVICE	Coastal fishing— bottom fish
CONDITIONS	Constant load
FIRM	A. Paladini, Inc. Fields Landing, Calif

Heavy-duty engine clean after 4146 hours' work





AFTER 4146 HOURS of steady work in the 270 H.P. supercharged diesel propulsion engine of the Catherine Paladini below, note how clean and free from deposits RPM DELO Supercharged—2 Lubricating Oil has kept parts. Crankcase drains and filter changes at 1500-hour intervals have shown no sludge, according to Axel Bjork, Skipper. He says, "The engine ran perfectly during the more than 4000 hours of tough work—if anything, it runs better now than at first."

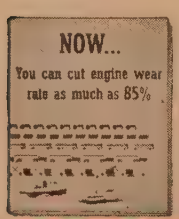
THE 73-FOOT-LONG CATHERINE PALADINI has a 19.6 beam. She fishes from Oregon to San Francisco, bucks heavy seas and tides on trips that last from three days to over a week. Seas were exceptionally heavy during the past winter, giving her new engine an extra tough workout.

How RPM DELO Oils keep engines clean and prevent wear

A. Contain special additives that provide metal-adhesion qualities...keep oil on parts whether they are hot or cold, running or idle.

B. Anti-oxidant resists deterioration of oil and formation of lacquer...prevents ring-sticking. Detergent keeps parts clean, helps prevent scuffing.

C. Special compounds stop corrosion of any bearing metal, and oil foaming in both wet and dry sump engines.



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TRADEMARK "RPM DELO" REG. U.S. PAT. OFF.

STANDARD OIL COMPANY OF CALIFORNIA

kerel and Tuna ers Share Well

summer of 1952 has produced a nackerel income for San Pedro as well as a highly productive eason for those seiners ranging the border.

mates place the *Santa Rita* as at, skippered by Pete Guarrasi, other over-300-ton vessels for ly mark including the *Virginia George, New Saturnia, Prog-* nd *Coral Sea, Benjie Boy.*

kerel fishing for the first time ent years has been best at the Banks, famed for past years' fishing. July mackerel produc- as 6,578 tons, 50% of this in , 2,000 tons more than July of

e Bluefin has been found locally Oceanside to La Jolla.

high boat for all local fishing 2, the *St. George,* fishing for Pacific Canning Co., Long is considered to be the high- "Pete" Vuoso is the skipper- of this boat, always a first- isherman.

nded Clipper Saved

R, formerly the San Diego *City of Naples,* narrowly becoming the 15th hook-and- o be lost to the Southern Cali- fleet this year when, in late ie grounded in Magdalena Bay, California. Art De Fever, surveyor flew down to inspect ill, and then had the Pacific at & Salvage Company's Fair- Morse-powered tug *Kanak* sent from Long Beach. The vessel efloated and towed to Al Lar- at Shop, Terminal Island. Own- Katt Radia, San Diego, and skip- is Donald Harris. Thick fog in eat bay was blamed.

pano" Is Stretched

onverted San Diego landing he *Pompano,* formerly a spoon- receiving an extension of keel ow to increase its length 3½' ke the overall dimension 40'. unks forward have been added ease the comfort of the own- e Paul and his wife, who live the boat as well as fish aboard

pano is powered with a 130-hp. Craft and will be back in the in time to jig some Albacore. ashore, Lee works with Carl laub, who recently purchased engine service and marine

ter Aids Hurt Man

ard Rasmussen of National Calif., was returned to San by Coast Guard helicopter after ke his arm and suffered other s in a fall aboard the fishing *Dogstar,* fishing in Mexican

Umpqua Salmon Run Shows Strong Gain

Decided increase in the salmon run into the North Umpqua River is reported by the Oregon Fish Commission on the basis of fish counts made at the fishways over the Winchester dam. Through the middle of July the count showed an increase of 50% over the full-year's run of 1947, parent year of this dominantly five-year race.

Marine Ways Benefit S. D. Albacore Fleet

Eichenlaub's Yacht & Marine Service, Point Loma, San Diego, has added a marine ways which is now being used by the Albacore fleet making its headquarters at San Diego. The yard also sells Chris Craft and Nordberg engines and has an engine repair service under the jurisdiction of "Norm" and "Jim." The marine ways can take boats up to 50'

"Pisces" Saves Four Sportsmen from Sea

Skipper W. D. Campbell, Eureka, and his fishing boat *Pisces* played a rescue role recently when they saved the lives of four sports fishermen whose small craft capsized in the surf near the entrance to Humboldt Bay. The four who escaped death in the breakers were Earl Robnett, Ray Robinson, Tony Garner and B. Sarner. The capsized craft subsequently was towed to port by the U. S. Coast Guard.

Phil Green Hurts Hand; Flown Back

Capt. Philip H. Green, master of the Puget Sound purse seiner *Janet G.,* lost the tips of three fingers while the vessel was fishing off the San Juan Islands this summer. He was picked up by a Coast Guard amphibian plane and flown to Seattle for treatment.

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Stocks in Every Port!
From purse lines to pot warp . . . fishing boat owners, skippers, and crews prefer Plymouth fishing rope for its easy-handling qualities, extra strength and safety. Its longer service life means lower service costs.
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FOR SALE: Baby purse seiner "Shani Girl" 41' x 13'8", built late 1949, 6 cyl. GM Diesel. Witte auxiliary, Freon refrigeration, 2 skiffs and light plants, sardine net, bait net, bait tank, equipped with radio, Fathometer. Boat now fishing Albacore. Priced at bargain for quick sale, $20,000. Mrs. J. Vasko, 1600 Newport Blvd., Costa Mesa, Calif.

FOR SALE: "Susan Jean" 48' x 13'10". Monk designed, steel hull. Four years old. Completely equipped. Fuel 2200 gals., water 500. Atlas Diesel. Gross 31 tons. Sleeps 6. Halibut and tuna gear. Priced right. C. M. Negstad, 1322 S. E. Madison, Portland, Oregon.

G. M. & Grey "71" parts—#5161023 SWP Impeller $5. #5192860 chrome piston ring set $3.07. #5192923 6-71 gasket overhaul set $11.75. #5171520 cylinder liner $9.95. #5153737 exhaust valve $1.39. #5171524 piston assy. $9.95. #5227325 90 mm, inj. spray tip & valve assy. $3.75. Main and conn. rod bearings $1.59. AC T-11 filter $.45. ACS-13 Filter $1.00. Send for complete price list. W. R. Blackburn & Co., 149 Broadway (Dept. PF), New York 6, N. Y.

FOR SALE: Purse seine net, length 200 fathoms, depth 31½ strips, 12 thread. Excellent condition, with brails. Price $3,000. Write Carl Krauchi, 530 N. Artesia St., Santa Ana, Calif., or phone Kimberly 2-4365.

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Monterey Albacore Show Earlier Than Usual

The first load of Albacore v brought to Monterey early in J about a month and a half earlier t usual.

The first load was delivered Regal Sea Food Co. by the 37' Jo skippered by Frank Martins. Th were 21 fish in the load, weigh 270-lbs., and they were taken o 20 miles off-shore.

A few weeks later the t amounted to more than 16-811- Fishermen were reported to be g ting $300 per ton. The fish was go to fresh markets and to South California canners.

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eka Co-op Suspends ing for a Time

ring the latter part of July plants e Eureka Cooperative Fisheries ed at Eureka, Fort Bragg and ent City were temporarily shut to deliveries, with only an office ger on duty for the period. cials explained that the organi- was undergoing a marketing ustment, and that deliveries suspended until stocks of frozen n hand from last year are par- cleared out. It was indicated full scale operations would be ed shortly.

te a number of Eureka based g craft were undergoing repair verhaul at Humboldt Bay ways g the mid-summer season. The ncluded the following: Henry gaard's *Rogue;* Andrew Parsons' *Bees;* the big dragger *Andrew on,* owner Noel Franklin; the er *St. Patrick,* owner Glenn Al- he *Pat LaRocca,* owner Al La- ; Jim Blum's *El Dorado;* Jim 's *Swa Home;* Cy Holloway's *a* of Crescent City; Ralph n's *Memories;* Eric Peterson's *D;* John Lovdahl's Cleone; Veinel's *We;* Dick Reeves' *Duke;* ne Eureka Locker Storage Boat ted by Henry Calanchini.

Miss Often, 35-footer owned kippered by Robert L. Albert, Landing, was disabled at sea gine trouble recently and was to port at Eureka by the *Liz L,* inidad. Repairs were made at a.

Air-Sea Rescue Service Is Busy

San Diego based Coast Guard air-sea rescue craft during the first six months of 1952 flew a total of 178 mercy missions, spent 2,000 hours aloft and searched an area of 515,000 square miles for stricken San Diego fishing craft.

Two recent rescues include that of the *Leucadia,* fishing Albacore off Baja California, by the *Perseus,* Coast Guard Cutter; the *Sea Cinch,* towed by the *Perseus* from San Martin Island; and the *Isle of Capri.*

Through July of this year 11 tuna clippers and 37 smaller boats of the San Diego fleet have been involved in fishing mishaps. Fourteen vessels have been lost—one craft was raised and is now being repaired.

B. E. Catlin has been granted a permit to operate an abalone plant at Newport Beach. His firm will process abalone into frozen steaks for California shipment.

ADVERTISING INDEX

American Marine Paint Co. ... 42
Bibb Manufacturing Co. ... 36
Blackburn & Co., W. R. ... 33
Bludworth Marine ... 55
Brownell & Co., Inc. ... 30
Bryant's Marina ... 55
Canal Electric Co. ... 55
Chrysler Corp. ... 41
Cincotta Bros. ... 43
Commercial Fishermen's Inter-Insurance Exchange ... 50
Cowelco ... 35
Diversey Corp., The ... 27
Engine Sales & Service Inc. ... 40
Enterprise Eng. & Mchny. Co., Marine Diesels ... 28
Enterprise Manufacturing Co. ... 37
Ets-Hokin & Galvan ... 29
Fellows & Stewart ... 54
Forster Shipbldg. Co. ... 54
Freeman, Doc ... 54
Freeman, Wood ... 51
General Motors Corp., Detroit Diesel Div. ... 32
Gunderson Bros. ... 31
Hallett Manufacturing Co. ... 50
Harbor Boatbldg. Co. ... 55
Hart & Burns, Inc. ... 39
Heminway & Bartlett Mfg. Co. ... 30
Hendry Co., C. J. ... 26
Kettenburg Boat Works ... 40
Larson Boat Shop, Al ... 54
Linen Thread Co., Inc. ... 44
Marine Equipment Co. ... 27
Mauricio & Sons ... 55
McKinney Co., H. G. ... 51, 55
Med-O-Milk, Inc. ... 31
Metal Marine Pilot ... 51
Monk, Edwin ... 55
Murphy Diesel Co. ... 46
Mustad & Son, O. ... 42
N. C. Marine ... 43
National Supply Co., Engine Div. ... 40
Nordberg Mfg. Co. ... 56
Nordby Supply Co. ... 33
Northwest Instrument Co. ... 31
Pacific Bearing & Eqpt. Co. ... 54
Pacific Electronics ... 55
Pacific Towboat & Salvage Co. ... 54
Pan Asiatic Trading Co., Inc. ... 54
Plymouth Cordage Co. ... 53
Radiomarine Corp. of America ... 34
Sagstad Shipyard ... 54
Seaside Supply Stores ... 54
Shepherd Marine ... 35
Sperry Gyroscope Co. ... 33
Standard Oil Co. ... 52
Starr Net Co., A. M. ... 39
Sudbury Laboratory ... 45
Tacoma Boatbldg. Co. ... 37
Techkote Co., The ... 51
Thomson Machine Works ... 38
Tower Co., A. J. ... 29
Union Oil Co. ... 48
Walter Machine Co., G. ... 39
Washington Iron Works ... 54
White & Sons, Wilfrid O. ... 42
Wix Cooler Co. ... 35

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You can tell by the bow waves that the *JUDY K* and the *KATY T* have plenty of power to plow through choppy seas in their search for salmon. Owned by A. Taylor, of Bellingham, Wash., these two trim 32 ft. gillnetters are docked at Larsen Bay, Alaska, and fish the Kodiak Island area for the Alaska Packers Association.

Both boats are powered with 145 hp Nordberg 6-cylinder *KNIGHT* Gasoline Marine Engines, to assure top notch performance under the toughest fishing conditions. These engines drive 22″ x 19″ wheels through 1:88 to 1 reduction gears, and are equipped with front end clutch power take-off for handling gillnet rollers and winches.

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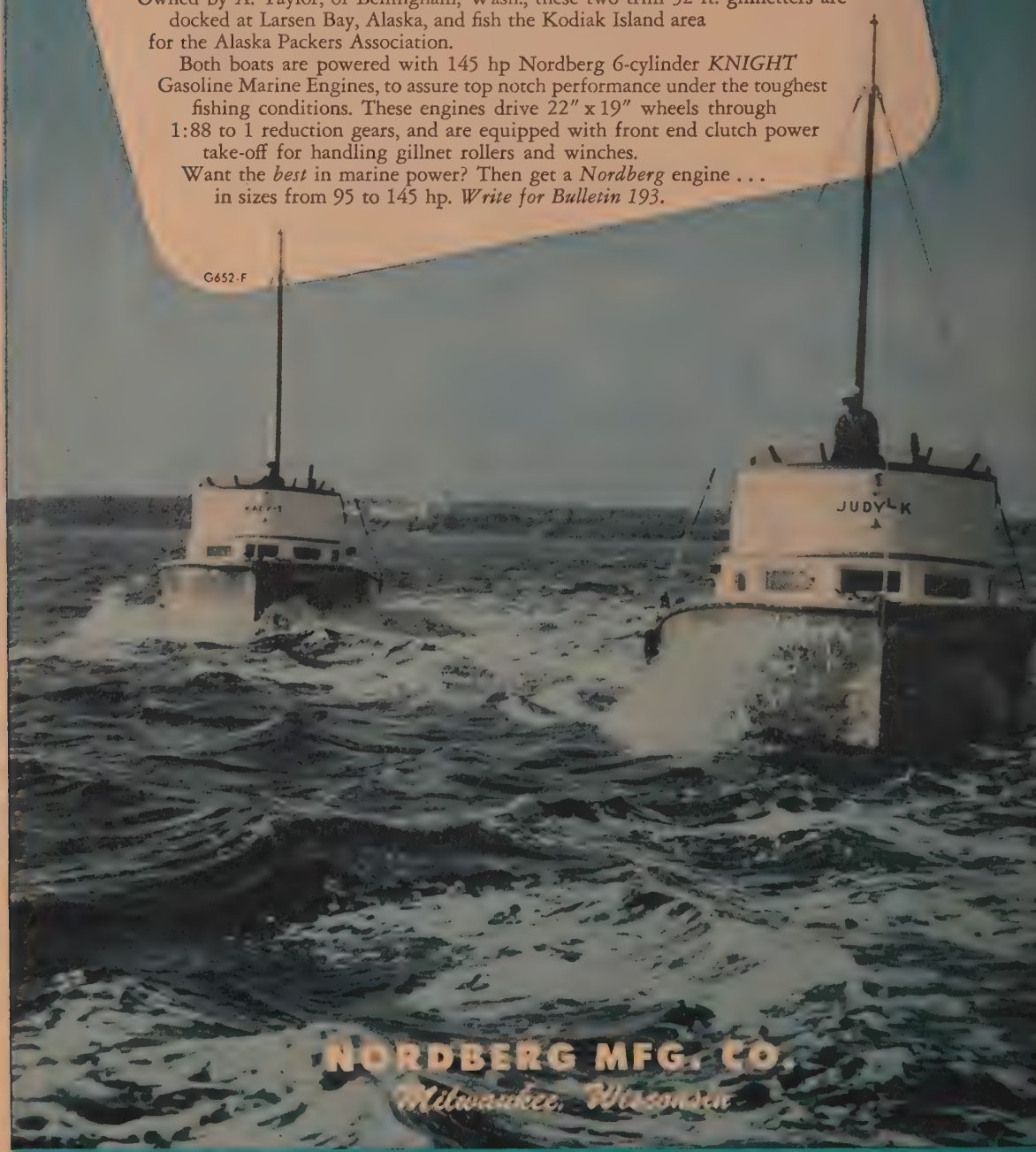
G652-F



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lerchandising Leverage of Smaller
lmon Cans Brought Under Scrutiny

rchandising advantages of small-ndard cans for salmon are being htfully weighed this season by ry leaders against the technical ems and conversion costs which would entail.

ether the changes—visualized as ost sweeping ever undertaken in ndustry—actually will be made ar from clear at presstime. Cer-, substantial elements in the in-y were giving the matter the t attention.

suggestion for revision of sal-can sizes had origin in the mod-rend toward smaller packages any food products — and con-r items generally. This results in from smaller family units, and rom rising costs. In other words, facturers have favored the use naller packages as an effective s of keeping the unit costs of goods below the "consumer ceil-

amination of the canned fish and shelves of modern stores, involv-hose items with which canned n competes most closely, shows prising lack of 1-pound cans, ularly in the higher-priced

Only to Cut, but ; and How Much

cussions have involved both the tall and the half-flat, particu-the tall can.

re are several lines of thinking, advocates of each. One proposal reduce the tall salmon can's nts to 14 oz., while others think f revision is to be undertaken it l go further and take the net nts of the large salmon can down oz.

other division of opinion arises the method that should be em-l to bring about the reduction. chool of thought holds that the tall can simply should be short-to give contents of 14 or 12 oz., ght be decided.

ers are of the opinion that a can has merchandising advan-and that, if a change is to be it should be a clean break with ion. This argument is actively ed by some, who contend that no an should depart radically from shape established in usage gh generations.

thermore, any change involving iameter of the can would cost ore than one concerned merely neight.

The squat can is recognized by some marketers as desirable from the standpoint of label display; is regarded as having desirable shelf characteristics; and permits the contents to stand on end when the can is opened.

Runs Into Real Money

Cost of converting an Alaska salmon line, including the reforming department, would run from about $15,000 to the neighborhood of $25,000, depending upon whether the can diameter is altered. Cost piles up most rapidly in the reformers and fillers, as the seamers can be changed with comparatively little difficulty, provided the can diameter is not altered.

Canning machinery conversions would not be the only costs involved in changing can sizes, as this would require new labels, redesigned cases, and perhaps changes in coolers, conveyors and such auxiliary equipment.

It is rather anticipated that any change made in the tall salmon can also would be reflected in the half-flat, as it seems to be the consensus that contents of the "half-flat" should be kept approximately half that of the tall can—whatever that might be.

As a matter of fact, it is believed that some packers this year have been putting some of their fancy salmon into ½-tuna cans, whose net contents is approximately 1 oz. less than the "Columbia River half."

Currently there are so many more cans of tuna-size on the shelves than salmon-size that it appears advantageous to some salmon packers to seek conformity in size, with its resultant closer competitive approach in price.

Reduction Not Revolutionary

Reduction in can sizes is not at all new or revolutionary in the Pacific Northwest and Alaska fish canning industry, although no previous programs have remotely approached the scope of that now being considered.

Over comparatively recent years the half-flat has been reduced from the big "B.C. half" to the "Alaska half," to the "Columbia River half"; and now the "half tuna" is finding a place among salmon cans.

A recent revision which proved surprisingly and immediately successful occurred in the Pacific oyster canning industry. When a capricious decision of the Food and Drug Administration left the Pacific oyster canners with no evident alternative but to lower the quality of their product to conform to F.D.A. standards of fill, they found that the squat buffet tin offered escape from the problems imposed by the No. 1 tall under the new standards. Moreover, the consumer took to the new can readily, and in a very short time it became the dominant package.

Originally, Pacific oysters were all canned in No. 1 talls. Then the No. 1 Eastern Oyster tin became virtually standard; and now the buffet or picnic appears to have prime preference.

K. Hovden Retires; W. O. Lunde Heads Firm

W. O. Lunde, for 28 years associated with Hovden Food Products Corporation, Monterey, and Moss Landing, has been elected president of the corporation.

K. Hovden, the founder of the company, and a pioneer in the Monterey sardine canning industry, has retired from the concern due to ill health. Mr. Hovden was associated with the late F. E. Booth in the first sardine cannery at Monterey around the turn of the century. Later on, Mr. Hovden went into business for himself and has continued until this time.

Mr. Lunde was secretary-treasurer of the Hovden Food Products Corporation for a long period, and has also been vice-president of the firm for a number of years.

The company has sold its two converted 158′ LCIs, the *Cresta Blanca* and the *Cordova* to Wilbur-Ellis Co., San Francisco sea products factors. The *Cresta Blanca* has fully refrigerated holds for carrying tuna, and the *Cordova* is partially refrigerated.

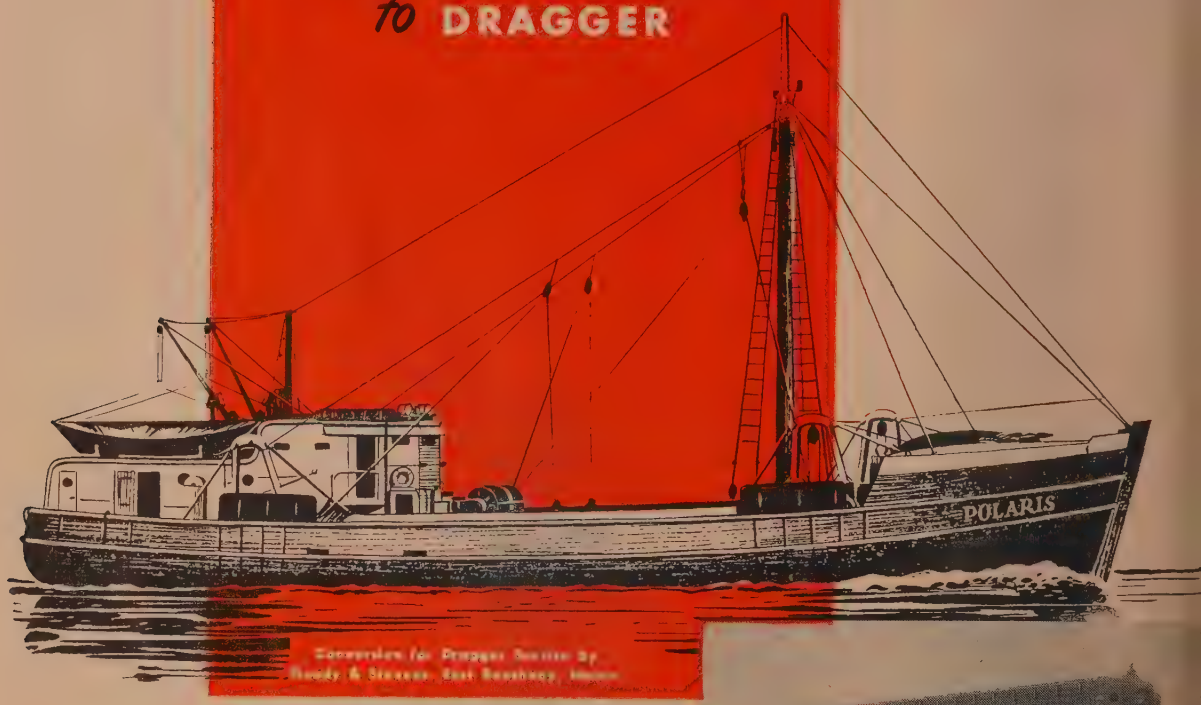
Booth Fisheries Buys Mexican Shrimp Business

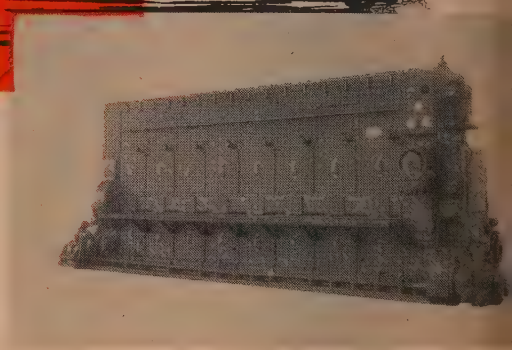
Booth Fisheries Corporation recently purchased the Mexican Shrimp Division of General Seafoods, Inc. of Louisiana, owned by General Foods Corporation.

Booth Fisheries through this purchase acquires the stock ownership of General Seafoods de Mexico, S.A. de C.V. Booth also purchased the M.V. *Whirlaway* from General Seafoods, Inc., a refrigerated freighter which transports shrimp from Mexico to the United States. The trade-mark *Davy Jones* goes to Booth.

General Seafoods, Inc. will continue to operate its shrimp business in the United States.

From MINESWEEPER
to MENHADEN VESSEL
to DRAGGER





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Proudly bearing her new name, and powered by a 400 h. p. Superior Diesel which carried her through war and peacetime duty, the dragger Polaris has been fitted for service out of Portland, Maine, for her new owner Blue Sea Fisheries, Inc.

This record of service is typical of precision-built Superior and Atlas Marine Diesels because they're constructed to standards fishermen have been specifying since they started buying these dependable engines over a quarter century ago.

There's a 4-cycle Superior or Atlas Marine Diesel designed for efficient operation in almost any commercial fishing service. The Superior Model 60 is an example of the precise workmanship, and advanced engineering you'll find in all Superior and Atlas Diesels.

Whether you're constructing a new boat, converting your present one, or repowering—check on the low operating and maintenance costs of 4-cycle Superior and Atlas Marine Diesels.

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Park Rapids, Minnesota
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HELEN S.

Only the Best Was Good Enough

en S is a proud addition to ern California's tuna clipper proud because neither the yard bor Boat & Yacht Company, iego—or the owners, Manuel E. and associates, "cut any cor- in building or equipping her.

ly the best went into the *S,"* said Arne Strom, who de- l her. "This was not just be- that's the only way we know o build a fishing vessel, but also se the owners insisted on hav- that way, even though it added final cost."

wood fantail is 120'6" long; has n of 27'6" molded; and depth of In her refrigerated compart- she can pack 250 tons and pro- first-class accommodations for -man crew which will catch the nd attend to the diverse opera- of a hook-and-liner.

t important, from the stand- of getting to where the tuna can nich could be one-third around orld away from the home port n Diego, is the propulsion plant. is an Enterprise diesel, super- ed to produce 800-h.p. at 400 Tail shaft, 6" diameter, is Mo- etal, with Goodrich Cutless bear- outboard. Propeller is by Cool-

very important auxiliary pow- ts, to provide electric power for ified assisting machinery, are a f General Motors diesels driv- 00-kw generators, alternating t, 220 volt. Starters for these uxiliaries are by Ingersoll-Rand otors. There is also a GM stand- iliary driving a 60-kw a.c. gen-

cipal function of the auxiliary generating sets is, of course, efrigerating system, providing g to a series of eight steel wells, g off the shaft alley, and the compartment deck trains. The actually the live bait tanks, are to carry both fuel and cargo if ary.

the three-phase system: sea- cooling, heavy brine and later cargo, there are, mounted the main engineroom, three 6½ compressors, operated by motors at 1800 rpm. There ther smaller machine, a 3 by 3, clusive use of galley and ship's rated stores.

"Helen S", one of the crop of new clippers, made her maiden trip in the first quarter of '52 in command of Capt. Tony Jesse. She is owned by Manuel E. Simas and associates, and was built at San Diego by Harbor Boat & Yacht Co. She is 120.5' in length and is powered with a supercharged Enterprise diesel, with three General Motors auxiliary diesels. Her refrigerated cargo compartments give her capacity for 250 tons of frozen tuna.

Equally of importance, because without live bait a tuna clipper cannot function, are the huge vertical type bait pumps. There are two of them, 12" diameter, by Fairbanks Morse, and driven by 30 hp motors.

The brine circulating pumps, by Jacuzzi, are 14 in number, 3" by 3" by 3 hp motors. These serve all the wells and bait compartments. The yard itself contributed the brine condensor.

In the galley, located aft on the main deck, the range is a Carlson of San Diego, oil-burning. The cargo hoist is a Northern; and the speedy tuna tender, by Kettenburg, is 18' in length and driven by a Chrysler Crown, straight drive.

Navigational aids include a Photo-Electric Pilot; a 1000-fathom sonic depth finder, a "Fathometer," by Submarine Signal; a Minneapolis-Honeywell DF11 (Intervox) direction finder, and a 500-watt CW and radiotelephone by Electronic Engineering. Bottom paint was Woolsey's "Trade Winds" copper.

Brining Recommended in Canning Frozen Salmon

Texture changes in the canning of salmon which has been frozen can be reduced if the fish is seasoned by brining rather than by the use of dry salt, according to findings of the Fish and Wildlife Service technological laboratory at Ketchikan.

Experiments showed that brining of thawed fish reduced curd formation and toughening of the canned product.

It should be pointed out that the fish used in the experiment were sharp-frozen, and *not brine frozen.*

Charles A. Winsby Sr., 59, head of Standard Iron Works, San Diego, developers of a widely accepted automatic tuna chunk packer, died at a local hospital, July 19. The iron works was operated jointly by Mr. Winsby and his son, **Charles A. Jr.,** who will continue to head the business.

Quality Always

FOR many years the canned salmon industry has utilized its resources to give consumers a better product constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

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OOK TO YOUR PACKAGE

or Increased Seafood Sales

y K. H. WUESTENFELD
ern Waxed Paper Division,
yn Zellerbach Corporation

ent production figures of frozen
l make it evident that the most
ging problem confronting the
l packer today is how to in-
his sales to move his increased
tion. One hundred and seventy
pounds of frozen seafoods
acked in 1950; three hundred
pounds in 1951; and the es-
l figure for 1952 is four hun-
illion pounds.

volume *can* be moved, but,
, it is going to take plenty of
ffort to do it. Up to now, the
rketers who have concentrated
rchandising frozen packaged
l have increased their sales,
per capita consumption of all
oducts, largely fresh, remained
ary in 1950 and 1951.

Your Merchandising Your Package

answer to greater seafood sales
iously more and better mer-
ing. The place to start is on
ackage. And let no one say
resent-day seafood packages
be improved. Note the results
urvey of women in the Los
s area. The survey, which sam-
e housewife's likes and dislikes
ood packages, was conducted
nty Margretts, KNBH com-
or in Los Angeles. These house-
considered the following points
he most important factors in
packages.

A picture of the finished sea-
food dish on the wrapper.
A suggested menu for the sea-
food product.
More emphasis on the protein
value of seafood.
More information about the nu-
ritive and caloric content of
ish.

examine these points with
stomer in mind.
kly, though a raw fish may
nt money in the pocket to
e sight of one is anything but
t to the average consumer. So
ut a picture of one on your
r? Instead, show the seafood
ke color photography, ready
table. Remember, your cus-
s not buying fish. She is buy-

Will she pick your product? Your package is your only salesman at point-of-sale in today's self-service super-market, where the great majority of the packaged frozen products are sold today.

ing a wholesome and delicious meal. This is a fact often overlooked in the merchandising of seafood.

The Case for Recipes And Nutritional Data

A good way to keep your customers coming back for more is to include a new and exciting recipe for your product on the wrapper. Housewives are always eager to hear of an unusual and appetizing dish with which to satisfy her family's craving for "something different." She will be especially glad to find this recipe without having to fumble through a lot of cook books. Incidentally, she likes her cooking instructions clear, concise and to the point.

To be sure, the rising cost of meat is causing the housewife to turn to a substitute. But she would like to have some assurance that what she buys is equally as nourishing. The effective seafood package will emphasize the nutritive value of fish, showing the shopper that seafood is one of the most healthful foods her family can eat.

One other important point to remember in packaging seafood is that a sizeable percentage of those who buy seafood do so by brand name. Therefore, design this brand name as attractively as possible with the idea in mind that it must be the predominant element of your package. Reproduce it as many times as possible on the package within the limits of artistic good taste; once on every side of the carton is excellent.

This sampling of the average housewife's preference in seafood packages serves to emphasize the need for improvement in this field. Far too many packages stay too long in grocer's freezer cabinets because their designers have overlooked the basic fundamentals of package creation and therefore, have not given thought to what the customer wants to see on the package wrapper.

Package Design That Pulls Sales and Moves Goods

Package design is no longer the "Black Sheep" of the sales program that it was a quarter of a century ago. In this day and age, it is a merchandising science which requires merchandising experts for its successful operation. The effectiveness of your finished package will more than justify the effort. But whether you

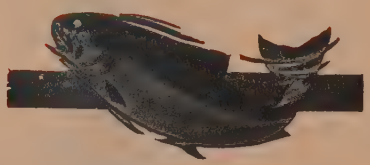
A Continuously Constructive Force in the Salmon Industry . .

OCEANIC SALES COMPANY

3302 Smith Tower

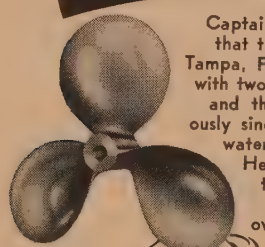
SEATTLE 4, WASH.

CANNED SALMON



Cable Address:
"NAECO" All Codes

Used MICHIGAN WHEELS OVER 2 YEARS IN HIGH SALT DENSITY AREA WITH *LITTLE* OR NO GALVANIC EFFECT—



Captain R. J. Fearon of the Delfa Lines reports that the above 150-ton vessel, plying between Tampa, Florida and Mariel, Cuba was equipped with two 44 x 40 Michigan wheels in April, 1950; and though they have been running continuously since then, the high salt density of these waters has caused little or no galvanic effect. He also notes that other vessels have had to change propellers at least every 12 months. For economy's sake alone, you owe it to yourself to equip with Michigan propellers with the famous "K" factor that makes them last as much as three times as long as those of ordinary manganese bronze.

MICHIGAN WHEEL COMPANY GRAND RAPIDS 3, MICHIGAN

Once you prot
your wood hull w
time-proved At
Gold Label Cop
Compound you
count on all-ye
freedom from
structive tered
(marine worms) a
barnacles, mari
growths.

Ask at ship yards
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VARNISH CO.
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Bottom Paint

Ball-Band Boots for Longer, Comfortable Wea

Fishermen enjoy full protectio
with day-long comfort in th
lightweight, special Ball-Ban
Vac quality boot.
Buy Ball-Band for
honest boot value.

TRADE MARK

Look for the Red Ball on the Boot

BALL-BAN
MISHAWAKA · INDIAN

your own package or super- e work of an independent con- ere are a few facts to remem- nalyze your product, its mar- s distribution and its produc- refully. *Then,* begin to study ıctural and merchandising de- sign of your package. In order for a package to pay maximum dividends, it must be designed to sell the product easily, not simply to be beautiful.

In conclusion, it should be stressed that the American seafood market *can* and *should* be expanded. This fact was emphasized at this year's convention of the National Fisheries Institute in Los Angeles. The package with sound, intelligent thinking behind it can aid immensely in this expansion and in keeping pace with the present high seafood production rate.

"ANGLES" AT ANACORTES

Fishermen's Packing Changes Stress Sanitation

rproof plywood has proved al- r suitable for fish bin con- on at the Fishermen's Packing ation salmon cannery at Ana- Wash., where bins installed rs ago have given the best of and have proven easy to clean aintain in sanitary condition. fact led to the further use of plywood when the dressed fish ere rebuilt, some of them this John N. Plancich, general man- f the corporation, is particu- roud of the design of these which have been planned so ere can be no possible excuse workman climbing into them e fish. Each bin has a catwalk one side, from which every the bin can be reached readily. sliming tables at the Fisher- Packing Corporation also are rest, designed for ease of clean- nd maintenance of completely y conditions. The gratings in h troughs along the table are sed of half-inch galvanized rods to crossbars. They are all rd as to size, so they may be d for thorough washing and d in any position.

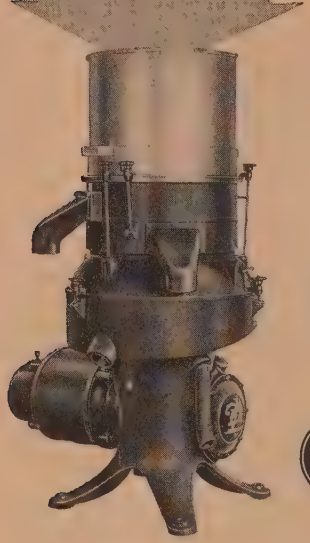
r gratings on which the slimers are hinged to the table posts, y can be turned-up out of the hile the plant is being cleaned, clearance of 4" below the gs.

company loads its coolers two- ith halves or quarters; and M. sen, plant superintendent, has l out a system by which these er coolers are dumped without ling the cans; and at the same ending two runs of cans into sing machine, with the result is Standard-Knapp unit cases ves in a single operation.

narrow conveyor belts carry ns from the cooler dump to the These belts are divided by a steel bar which acts as a r. As the cans, two-high, move the cooler dump to this split workman with a wooden bar ngth of the cooler load checks p row as it tips into the con- guiding it into the further belt. puts the cans into the cases with 95% of the codes up, which makes for easy examination; and also tends to have the housewife open the top of the can, which has been subject to grading table inspection for attractive fill.

Fishermen's Packing Corporation, Anacortes, does it this way. Top left, halves, two-high in the coolers, are tipped onto twin belts, divided by a splitter, for the casing machine. Top right—new bins for dressed fish, showing how workman uses catwalk beside each bin. Lower left—Hinged floor gratings at the sliming line, with one tilted up to show clearance beneath for cleaning. Right, middle—"Topping" a cooler with a second layer of halves. The cooler is returned beneath the distributing pan by a reversible motor. Lower right—The new neoprene-belted sliming table, showing the galvanized steel rods forming the grating in the fish trough.

OPERATES AT FULL EFFICIENCY EVEN WITH UNTRAINED HELP



The De Laval Model AC-VO "Nozzle-Matic" Separator is mechanically so foolproof that any normally intelligent help, even though untrained so far as centrifuges are concerned, can operate it.

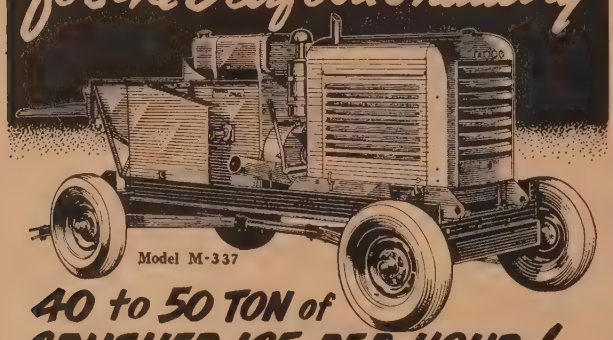
The "Nozzle-Matic" will operate for days at a time without the need for bowl cleaning. During the entire run it separates oil from meal at constant high efficiency. It produces a greater yield of oil and meal, and both the oil and the meal are of superior quality.

DE LAVAL PACIFIC COMPANY
61 Beale Street, San Francisco 5, California

DE LAVAL FISH OIL SEPARATORS

TRI-PAK

MOBIL-ICERS for the Seafood Industry



Model M-337

40 to 50 TON of CRUSHED ICE PER HOUR!

The new heavy duty Tri-Pak Mobil-Icers are especially designed for the Seafood Industry - where large quantities of crushed ice must be available quickly from a dependable source. Five models are available for you to pick the crusher-slinger that best fits your need.

Write today for the Tri-Pak Booklet for full information on crusher-slingers.

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FISHING BOAT HOLDS!

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OOD FISH
ARKETING
ion of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

September 1952

una Prices Droopy Despite rmer Trend in Industry

t by looking at the figures—out- of price quotations—the experi- observer would have reached onclusion in August the Southern rnia tuna industry was in a healthy position. Actually it t, and there was little profit- g either by fishermen or packers. far-cruising fishermen were ogged by the hard luck that had ed them all year; imports, al- h much higher than last year, being held to some realism by 's self-imposed 12,000 ton quota 000,000 cases, April 30 to May 1, and Peru's poor inshore fishing; anned tuna was moving into the al sales pipes at a good clip; tories were fairly low, estimated 50,000 cases.

vever, as quoted wholesale persisted in being so low, no- was making any money. White fancy, was being offered at , only two-bits above the adver- brand offering on Light Meat, Japanese White Meat, in grade A salad oil, fancy pack was offered at $8.80, f.o.b. Japan, 7 oz. cans, 48s; brine pack, White Meat, fancy, 7 oz. was quoted at $8.50; Light Meat, in-oil, $7.90; in-brine, $7.60.

The industry as a whole was running a little behind in tonnage and pack from last year, but this was principally the fishermen's misery. The long-range tuna fleet was finding catching conditions only slightly better than earlier months; the seiners began to pick up in August; the domestic Albacore picture was good, but nothing sensational.

The best estimates were that the Southern California industry would run about level with August and September of last year, around 49,000 tons, or about 2,000,000 cases, which would mean approximately 4,000,000 cases packed to October 1, for the year, about the relative position of last year. These estimates calculated receipt of raw tuna from all sources, including imports.

tings on the Salmon Market the Broth Begins to Jell

non pricing for 1952 was still d thing when this issue of *Fisherman* went to press, and not then possible to anticipate ow and when the broth would

closing time for this issue it d that Red prices had been definitely set. First quotes, and ctive early selling, for this item n the basis of $27 per case of s.

rings at this level were fol- a little later by Libby, McNeill by with a "tentative opening" of his brought a $30 figure from large packers of nationally- ised Reds. Alaska Packers As- on, Pacific American Fisheries, olumbia River Packers Associ- went out at $30, and Libby oined them.

presstime Reds were still widely ble at $27, and trading was y limited to that figure. Freezer-ship fish were being sought at $1 less, but at presstime there was no certain knowledge of any Reds of any category being sold below $27.

The $30 pricing brought some startled protests from the field brokers who had been looking for lower offerings. The short pack stifled this hope, and objective observers of salman packing costs are of the opinion that the quoted figures as they stood at presstime barely covered *average costs*—including those of selling and merchandising.

Pinks and Chums just weren't in quotable condition at presstime—with the packs largely to be made.

There was some offering of Chums at $16, with others declaring that anything under $17 was "unrealistic."

Puget Sockeyes Scant

Sharp decline in Puget Sound Sockeye production with the passing of the Chilko run up the Fraser in the first week of August left the trade somewhat disappointed that production had not run to higher totals. The flash of fancy fishing in late July built a bright blaze under hopes, but pressure did not last.

With the Sockeye run about over, machine-filled halves were priced from $18.50 to $19; and hand-filled at $20. There was one offer of Sockeye halves at $17.50 for a few days; but a week later its author made no further reference to it.

Few Reds in Halves

An interesting element in the salmon market as it rounded into shape in the days of late summer was the evident shortage of Alaska Red halves. This was a direct reversal of the situation in 1951, and stands as a new confirmation of the fish industry's tendency to over-do things.

Last year there were too many Reds in halves; and everyone wanted talls. This year the industry set-out to correct all this, and came to the end of August with too small a proportion of the pack in halves.

This was particularly true of the freezership fish, which were virtually all canned in halves last year—and all in talls this season. (The pack of freezership fish, by the way, is variously estimated at from 80,000 to 90,000 full cases. This makes deduction for the loss of one freezership cargo aboard the *Sundown*, sunk in Unimak Pass.)

Canadian Salmon Commands Attention

Salmon sellers are keeping a sharp eye on the Canadian situation—keeping an eye on it, but not talking much about it. Anyone who ignores it risks stubbing a toe.

The Canadians have been enjoying a nicely normal packing season, thank you; in spite of a four or five-day strike which cost them a part of their Fraser River pack. "Normal" in B. C. salmon canning is pretty good.

At the same time, they started packing 1952 salmon while they still had close to 700,000 cases of 1951 pack unsold. Moreover, Great Britain had told Canada that there wasn't a chance of the Mother Country buying any salmon from Our Lady of the Snows this year.

Face-to-face with a desperate situation, the Canadian salmon industry resisted all pressure for higher fish

and labor costs, controlling cost increase.

Moreover the duty on Canadian salmon entering the United States is now down from 25% ad valorem to 15%.

The implications are plain to the realistic.

If the 1952 Canadian pack is put-up with a view to the quality standards of the United States, it can be expected to exert a definite influence on this market this year.

Seattle Market

Prices quoted at presstime, per case of 48, f.o.b. Pacific Terminals.

SALMON	Ceiling	Quoted
Alaska Red, 1/t	$32.00	$27.00-$30.00
Alaska Red, ½	19.25	16.50- 18.50
Coho, 1/t	25.00	20.00- 22.50
Coho, ½	15.00	12.00- 13.00
Pink, 1/t	21.00	18.00- 20.00
Chum, 1/t	19.00	16.00- 17.00
Puget Sockeye, ½ hf.	22.00	20.00
Puget Sockeye, ½ mf.	21.00	18.50- 19.00

Thomas G. Franck, partner in Wilbur-Ellis Co., San Francisco sea products factors, accompanied by his family, has been making a motor tour of Europe.

Canned Mackerel Active At $7.25-$8 Prices

San Francisco canned fish broke reported a good demand for jac mackerel last month with 15-oz. ta cans selling for $7.25 per case of 4 and also for Pacific mackerel, sellin for $8 per case of 48 15-oz. talls.

Both items were active in domest markets it was reported, on accou of the lack of canned sardines.

No trading in future pack, 195 1953 canned sardines was reporte Token amounts of sardines were sel ing for $9.25 per case of 1-lb. ova in tomato sauce.

Angstead Joins McGoverns

Claude H. Angstead, who for number of years was a canned goo buyer for Safeway Store, specializin in fish and seafoods; and who ha been on the staff of G. P. Halferty Co. in recent years, in July joine McGovern & McGovern, Seattle sa mon factors.

Capt. James F. Reid, formerly editor the Van Camp News, house organ of t Van Camp Sea Food Company, and r called into the air force a year or so ag has been sent to Korea flying fight planes. **Lee Beveridge** is the present edito working out of Terminal Island.

the BRAND of DISTINCTION
Known to discriminating buyers everywhere

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Inquiries solicited from unrepresented territories
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ASTORIA, OREGON

PACIFIC PEARL CRAB, SALMON, CLAMS, TUNA AND OYSTERS

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THERE'S A GROWING Demand for

Quality Pink Salmon
KELLEY-CLARKE CO.
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thern California
ned Fish Prices

d F.O.B. Pacific terminals at press-

ed Brands:
Meat, Fancy.....$15.00
Meat, C&F.....$13.50
Meat, Fancy.....$14.75
Meat, C&F.....$13.00
.....$10.00
Label:
Meat, Fancy.....$13.50
Meat, Fancy.....$13.00
Meat, C&F.....$11.00 to $11.50
.....$10.00
& Light.....$ 7.50 to $ 8.00
REL—
talls/nat., 48.....$ 8.00
talls/nat., 48.....$ 7.25

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anned Salmon and Tuna
-Factors for 32 Years—

A. GOSSE COMPANY
1800 Exchange Bldg.
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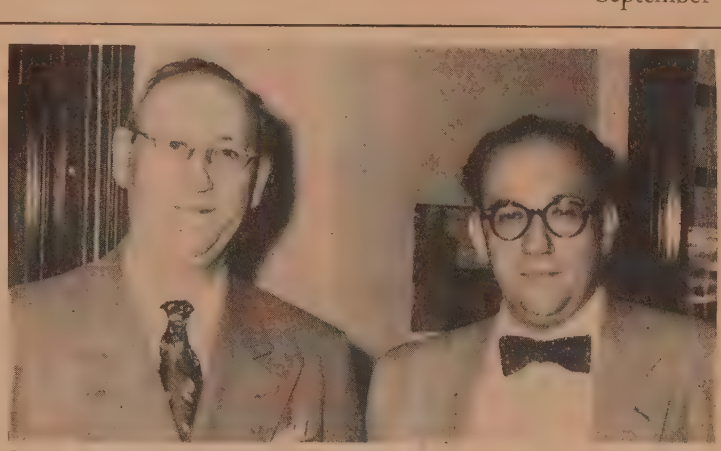
CANNED SALMON
A Dependable Source
Particularly Buyers Labels
★
AVIN BROS INC.
MAN BLDG, SEATTLE 4.
D SALMON, TUNA, CRABMEAT



L. H. Frohman, head of L. H. Frohman & Sons, and Arthur Frohman in the office of their principal, the New England Fish Co., on their summer visit to Pacific primary fish-distributing centers.

Brand Advertising Advocated For Salmon Sales Promotion

Salmon advertising based on brands —individually or group-owned—supported by quality controlled by the principal—and centered in markets where the principal specializes, is the preferable form of canned salmon promotion in the view of L. H. Frohman, head of L. H. Frohman & Sons, Chicago sales agents, who was in the Pacific Northwest late in July for business conferences with the New England Fish Co., which the Frohman Organization represents in the Chicago territory.

It was Mr. Frohman's first trip west following his complete recovery from a serious illness suffered in the spring of 1951. He was accompanied by his son, Arthur.

Limited volume of the salmon pack in recent years lays a definite handicap upon industry-wide product advertising, in the view of Mr. Frohman, who is regarded as one of the master merchandisers in fish distribution. "Increasing the proportion of the higher grades packed in half-pound tins has interesting possibilities in the field of salmon merchandising. It gives twice as many units to sell; it brings the unit price down to what the consumer will pay readily for a can of fish; and it falls in line with the obvious trend toward smaller packages in many foods and consumer products."

The Chicago market did not take kindly to tuna-in-brine, particularly after its price rose, the Frohmans reported; although bonito sales in that market are a substantial item. This latter trend they ascribe to a smart, substantial advertising and promotional program brought to bear behind bonito.

Tuna-in-brine sold in the Chicago market solely on the basis of price, plus the long-standing reputation of the "Geisha" brand, with which much of the early offering was labelled. The Frohmans report that domestic canned tuna currently sells readily in that region at prices attractive to the consumer, and backed by active brand advertising of the principal producers.

C. F. BUELOW
COMPANY
INC.
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Alaska and
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MAIN 4464
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OCEAN GLEN
Alaska PINK SALMON
PRODUCED AND DISTRIBUTED BY
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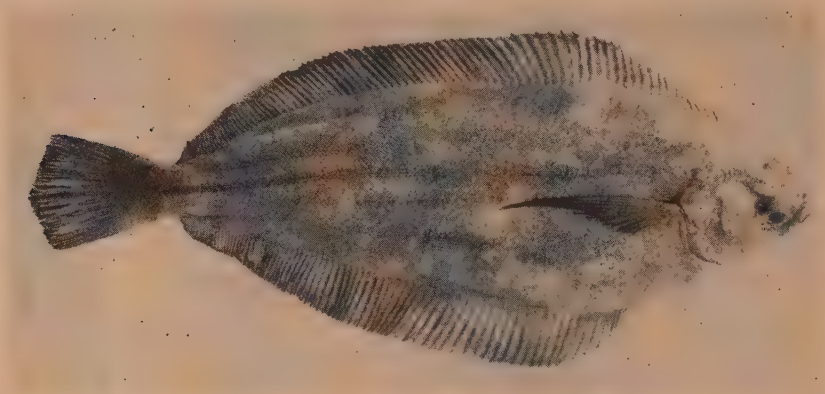
2000 ALASKAN WAY - SEATTLE 1, WASH.

The BUYERS' CORNER

In an effort to make the Food Fish Marketing feature of PACIFIC FISHERMAN of maximum use to canned fish buyers, this space will be devoted monthly to the development of topics of interest to men charged with the volume buying of America's fish supplies.



Rex Sole—San Francisco's Menu Favorite—a Novel Frozen Item

San Francisco is West Coast headquarters for the Genus Gourmet—the fellow who really loves to eat—and, fish-wise, San Francisco's favorite is the Rex sole.

Rex isn't very big, and is somewhat scarce, so his fame hasn't spread far from Clay Street. However, trawlers find him in some abundance off the Oregon Coast, and Columbia River operators are putting him up in frozen form, so he's gaining appreciation much more widely, in Los Angeles particularly.

Rex sole is not filleted, being too small and flat for that type of preparation. Instead, he is dressed and the side fins trimmed off. This takes all of the bones except the simple structure of ribs and backbone. Usually the fish is skinned, although some specialists prefer Rex with the skin on.

He's a little fish with a blunt, rounded head and a smoothly elongated oval outline. Principal distinguishing characteristic is the long pectoral fin, tapering to a point. Look for that, and you'll know him anywhere.

Douglas Hager, manager of the New England Fish Co. of Oregon, reports that Rex sole have proven attractive principally for the institutional trade, and that no special effort has been made to market them in consumer circles.

This probably results in large degree from the eating-out habits of San Francisco, where Rex made his rep. He's a restaurant item, but—treated right—*what* an item. Try him sometime at the Tadich Grill, which has been doing business for 100 years in San Francisco and which, being in the wholesale fish district, is where the fish people eat when they fish.

Rex sole is soft, sweet meat, cate in flavor and just plain delic At Tadich's they bring him to *buttered* but not *battered*. You need to be told why the connoiss in the days of the Comstock named him "Rex"—king.

"Packed with the Wiggle in its tail"

NEW ENGLAND FISH CO.
Seattle, Wash.
Since 1868
Producers • Packers • Distributors
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• STAY-TITE XXX CEMENT. For linoleum, canvas, felt, etc.
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• STAY-TITE SUPER STAR ADHESIVE. An excellent waterproof general purpose adhesive.

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Dept. PF, 3107 Detroit Ave., Cleveland 13, Ohio

RTABLE POWER PUMP $119.50
Complete with Engine
ore or Afloat, the BLUEJACK is ready for instant action

Primes Itself
Lifts 25 Ft.
50 Lbs. Pressure
20 Gals. per Min.
• Weighs 48 Lbs.
• Uses Garden Hose
• Pumps Muddy Water
• Operates Anywhere

e it for Bilge Pumping, wash down, fire tection. Ashore, use it for watering lawns, rdens, spray tanks, fire protection at camps, tages, and resorts.

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is in New Patented heart of pump, the only moving part. Made of tough Dupont Neoprene.
Now you can have city water pressure and supply anywhere, anytime.
Write for FREE folder and name of dealer.

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MARINE PRODUCTS CO.

ARINE PRODUCTS COMPANY
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For any marine purpose . . .
CHRIS-CRAFT MARINE ENGINES
. . . are the world's best buys!

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Model K, 95 h.p.

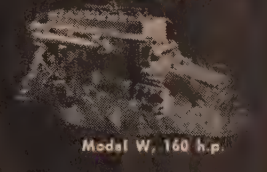
Model KL, 105 h.p.

Model KBL, 131 h.p.

Model M, 130 h.p.

Model ML, 145 h.p.

Model MBL, 158 h.p.


Model W, 160 h.p.

RUGGED Chris-Craft Marine Engines are specially built for marine use. Year after year, they provide superb performance, are economical, dependable, trouble-free. Chris-Craft Marine Engines are available in 60, 95, 105, 130, 131, 145, 158 and 160 h.p. Reduction drives and opposite rotation available for most models. For any marine use, your best marine-engine buy is Chris-Craft!

READ WHAT USERS SAY!

Mr. Christiansen

"I have just installed one of your 130 h.p. Chris-Craft Marine Engines, with a 2:1 reduction gear, in my new 33-ft. gillnet boat," writes Harry Christiansen, well-known Vancouver, B.C., fisherman. "I purchased this engine on the reputation it has established for reliability and performance. Its compactness and rubber mountings were also desirable features. It has now been in service long enough to assure me that it is above my expectations! The excellent reputation of Chris-Craft engines is indeed justified."

Fishermen! Chris-Craft Marine Engines can stand the gaff of tough, commercial operation and give you economical, trouble-free service! Ask your marine dealer, boat yard or boat builder for data, or write for FREE catalog.

Chris-Craft
MARINE ENGINE DIVISION
CHRIS-CRAFT CORPORATION, ALGONAC, MICH.
WORLD'S LARGEST BUILDERS OF MARINE PRODUCTS

Wage and Working Conditions In Japanese Tuna Fleet Bared

Japanese tuna fishermen's earnings and living conditions on the long-line expeditions which produce much of the tuna exported to the United States in competition with the American industry are reported upon factually in an article published in the June, 1952, issue of Commercial Fisheries Review, an official publication of the U. S. Fish and Wildlife Service.

The article was written by two members of the staff of Pacific Oceanic Fishery Investigations, Kenji Ego, fishery methods and equipment specialist, and Tamio Otsu, fishery research biologist.

Their report on working conditions and wages says:

"The crew's quarters in the long-line vessels were dirty, cramped, and ill-ventilated. On an inspection tour made of one of the vessels, it was observed that several bunks were of such diminutive size that the occupants were forced to sleep on their sides.

"The men were fed on a budget of about 100 *yen* (28 US cents) per day per man. Rice and barley boiled together furnished the staple food. Dried vegetables, pickles, and non-perishables which keep for long periods of time under inadequate refrigeration were used to supplement the carbohydrate diet. Generally, only those fish damaged by sharks were used for consumption aboard the vessels.

"The lack of sufficient quantities of fresh water caused one of the greatest discomforts aboard these vessels. The use of fresh water was limited strictly to drinking and cooking purposes. To give an idea of the scarcity of fresh water, it may suffice to mention that aboard certain vessels the use of fresh water for brushing teeth was forbidden by the captain.

"No accurate information on the actual wages made by the crew members of the long-line vessels is available. However, fishermen who were interviewed claimed that they earned between 18,000 and 27,000 *yen* (US $50-$75) during a fishing trip of about a month's duration.

"Since the cost of labor in Japan is very low, it is the contention of the boat owners that it is far cheaper to use manual labor than to invest in mechanical equipment.

The setting of 50 to 60 miles of main line was accomplished in about 4 hours' time, while the retrieving operation required 10 to 14 hours of continuous work. In any fishing activity the entire crew participated, with each crew member working at high speed. The men received two rest periods of about 4 hours each during a fishing day. The first respite from work came in mid-morning after the line was completely set and the boat was drifting with the line. The second period of rest usually came after midnight upon completion of the retrieving operation and before the next set was made."

Dietetic Salmon Produces 'Sales Beyond Expectations'

Immediate results far exceeding expectations followed announcement of "dietetic salmon," packed salt-free for low-sodium diets, according to E. B. McGovern, head of McGovern & McGovern, who in July announced production of this specialty item.

He said that the announcement to the trade was followed immediately by orders. The salmon utilized for this dietetic article is ocean-caught Coho, packed only in cases of 48 halves—and *packed only on order*. No orders will be accepted following the close of the fishing season.

Mr. McGovern points out that, as the dietetic product is not suitable for regular distribution, it is sold without price guarantees.

Many buyers are having special labels made, embodying their ideas of merchandising such an item—whether it should be treated as a food specialty or a corrective diet supplement. Where labelled goods are called for, McGovern & McGovern use their "Red Rider" label, specially imprinted for salt-free dietetic salmon.

Smithers Leaves Robbins

Resignation of Wilson C. Smithers as president of Robbins Co., Inc., Chicago, was announced early in August by J. N. Hyland, director of Robbins Co., Inc., and sales manager of its parent British Columbia Packers, Ltd.

Robbins Co., Inc., for many years has been the Chicago area representative of Rupert Fish Co., Inc., American marketing subsidiary of British Columbia Packers, Ltd.

Mr. Smithers is the son of the late P. L. Smithers, for many years head of the Booth Fisheries Co. and the Northwest Fisheries Co.

Seley in Statler

James H. Seley & Company, fish oil, meal and soluble distributors and suppliers of soya bean and cottonseed salad oil to Southern California tuna packers, is one of the first concerns to move into the newly completed Statler Center, an adjunct to Los Angeles' newest hotel. New address for the company is Suite 404, Statler Center, 900 Wilshire Blvd., Los Angeles 17.

Calif. Shrimp Selling Well, Brokers Find

Two northern California broke are handling the shrimp pack pr duced at Morro Bay.

They are J. P. Flanagan & Co., Sa Francisco, and Norfish Sales Co., Oa land. The Flanagan Company repr sents the Jamison Sea Food Co. Morro Bay, and Norfish represen American Refrigerator Co., of Sa Luis Obispo.

The pack is sent to the Bay ar in five-lb. cans either fresh or froze and is said to be going over ve well, for although the shrimps a rather small, they are most tend and succulent. They are of about th same size as Alaska shrimp, ar come about 100 to the pound.

Experimental shipments of the shrimp have been made to Honolul The wholesale price is quoted around $1.00 per lb.

Some Shad Canned

Hickmott Canning Co., Antioc Calif., this season packed some 4 cases of shad roe, and 1330 cases shad. The pack was sold immediatel the shad going export.

Bell Smoked Fish Co., San Fra cisco, packed about 1,000 cases shad roe this season, according to Jo Tarantino, managing partner.

3,000 Tons Anchovies Packed at Monterey

To press time about 3,000 tons anchovies had been packed this sum mer in Monterey Bay plants, wit about 10 canneries taking part in th pack.

The pack is mostly in 5-oz. talls tomato sauce for export, with som being packed in 8-oz. talls for domes tic consumption.

Monterey Tuna Canning

Westgate-Sun Harbor Co., Monte rey, took 100 tons of imported tuna and Paul Jepson, manager, said tha the shipment was the first of severa and that with both local and importe tuna, the plant plans a continuou operation.

This was the first continuous ru since a $1,500,000 warehouse fire a the plant last December.

Brindle Interests Move

Wards Cove Packing Co., the Re Salmon Co., and Frank B. Peterso Co., all interests of A. W. and H. A Brindle, Seattle, have moved to new headquarters at 303 East Northlak Ave., Seattle 5, Wash.

This is an office building, ware house, dock and fleet mooring devel oped on Lake Union specially for th companies.

Jack Dinnerstein, comptroller, Californi Marine Curing & Packing Company, Te minal Island, recently became the proud father of a daughter, Kim, his first child

nsend Installs Plants frica and Argentine

. "Jim" Townsend, well known Pacific Coast fish industry has returned to his offices at 112 t St., San Francisco, after a nths' trip to South Africa and America.

Townsend, a fisheries consult- andled the installation of what ught to be the first fish reduc- lant in Argentina. This was a n California Press Manufactur- o. plant taken from Pt. San Calif., and was installed for o at Mar Del Plata, south of s Aires.

s plant will handle offal from nackerel canning industry at point.

m Argentina Mr. Townsend flew uth Africa, and at St. Helena South Africa, he put in a can- or the St. Helena Bay Fishing ries, Ltd., to can oval pack es.

plant is equipped with Neptune utters, a progressive packing a pre-cooker, with Pacific Wire belt, a Leuschner oval drainer, losing machine.

plant will have a capacity of 500 cases per day, but plans lready made to double the ca- of the plant. This company ly operates two reduction plants s spot.

Walvis Bay, South West Africa, Vest Coast Fishing Industries retained the services of Mr. send to start production of its ry to pack sardines in 15-oz. ans. Equipment here consists of Neptune cutting and automatic ng machines, a pre-cooker with c Wire Cloth Co. belting, and r-Fox closing machines.

s plant will have a capacity of 1,000 cases per day, and this any, also is planning on doubling pacity.

hermen are mostly Africaaners, and their boats are about 55- ong. They are powered with ican, British or other European engines, and can carry from 90 tons of sardines.

most boats engine is aft, and alf ring net is worked from the of the boat, but a few purse s are used. Catches are made a few miles of the plants.

s expected that the South Afri- atch of sardines or pilchards this will be from 400,000 to 500,000 according to Mr. Townsend.

the present time there are 10 ion plants and 12 canneries at elena Bay.

Walvis Bay there are three can- , each with reduction plants, rge cannery and reduction plant built, and permits outstanding vo or more reduction plants.

Pacific Mackerel Catch Takes Sharp Up-turn

Canned mackerel was a hot item for Southern California packers last month, as, after months of scarcity, the fish became more plentiful in off-shore waters. Offered at $8.00, Pacific, 48s, 1s., tall; and $7.25, Jack, the product found a ready sale throughout the markets nationally where mackerel is a seller.

July saw 6,758 tons delivered to Southern California canneries, and 112,864 cases produced. Last July saw 4,296 tons brailed; 73,836 cases packed.

An encouraging aspect of mackerel operations was the increase in the Pacific pack. It was estimated that the tonnage was about equally divided between Pacific and Jack. Most of the fish was caught by seiners, and the most abundant location, particularly for blue, was the Cortez Bank.

To August 1, the industry however, was still some 7,000 tons short of the same period last year. Scoopers who usually supply Pacific were all engaged with chasing Albacore. However, for seiners, who would otherwise be idle awaiting opening of the southern sardine season, October 1, the raw price of $75 per ton, Pacific; $65 for Jack was attractive and, to quite a number of the net vessels, quite profitable.

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pak Acquires Sardine inery At Oxnard

ifornia Packing Corporation has inced the acquisition of the can- plant formerly operated at Ox- Calif., by the San Carlos Can- Company. The plant reopened its new management July 28, iratory to the start of seasonal ne operations in August.

quisition of the Oxnard proper- by Calpak marks the return of firm, best known for its na- lly distributed Del Monte Brand icts, to the Southern California Prior to the war, the company tained tuna canning facilities in Diego.

e Oxnard plant, and all Calpak g operations south of Point Con- ón, will be under the general vision of James Lukes, who will his headquarters at Oxnard. as Noice will continue in charge e company's Monterey plant and also assist in supervision of ern California operations.

lpak's decision to start sardine ng operations at Oxnard, with ving facilities at near-by Hue- , followed the virtual disappear- of sardines from Northern Cali- a waters, company officials state. Calpak sardine cannery at Monte- will continue in operation, but northern fishing conditions im- , the company will look to Ox- for needed additional sardine ies.

iling Trap Salmon Pump Is Tried

ew method of brailing fish traps umping is being tried out this n in the Ketchikan district by lc American Fisheries, which has lled a large suction device aboard annery tender *Howkan*.

e pump was designed by Art ra, Ketchikan machinist, who re- dly has sold his patent to PAF. heavy pump, driven by a Cater- engine, draws the salmon from rap through a large suction hose he hold of the packer, discharg- he wtaer over the side of the

e crew of the *Howkan* reports the device takes fish aboard the er at about the same speed as onventional brailing net method.

n Yolland's Daughter s Conway Scholarship

n T. Yolland, cannery equipment ce supervisor for the Continental Co. at Seattle, is taking a lot of from the fact that his daughter ryn has been awarded one of 1952 Carle C. Conway Scholar- in the United States.

ss Yolland, winner for the com- s Pacific region, will receive 0 per year for four years toward ollege education. She will attend University of Washington.

California Packing Corporation's new sardine cannery at Oxnard, Calif., located six miles from Port Hueneme, where the sardines are delivered. In the lower picture, from the left: Thomas Noice, veteran superintendent of Monterey Plant 101 and now supervisor of operations at both the Southern and Monterey districts; Louis Martin, former superintendent at the Oxnard plant, who will be in charge of plant operations; Mary Alesso, office manager; James B. Lukes, superintendent; and D. T. Saxby, manager of Calpak's Fish Division.

S. E. Alaska Herring Fishing Fills Quota and Continues

Southeast Alaska herring fishermen filled the area quota of 100,000 bbls. just about the first of August, when the Fish and Wildlife Service amended the regulations to eliminate the quota provision — although of course, retaining authority to suspend or close fishing at any time if the condition of the herring population appeared unable to sustain an active fishery.

Only three plants were operative in Southeast Alaska this season, these being: Oceanic Fisheries Co. at Port Conclusion; Storfold & Grondahl Packing Co. at Washington Bay; and Buchanan & Heinen Packing Co. at Port Armstrong.

The satisfactory fishing during the early part of the season was found largely in the Forrester Island, Dall Island and Cape Muzon area—a long haul back to the Chatham Strait plants. Later in the season fish were reported in some abundance in the Point Adolphus area of Icy Strait, much closer to the factories.

Despite the relatively favorable situation in production, economic aspect of the Southeast Alaska herring operations is rather dismal, due to the extremely high price guaranteed for fish—high, that is, in contrast with the price of products. Alaska herring meal, 70% protein, was priced at about $158 per ton at presstime. Herring oil then commanded no interest at the asking price of 7½c per lb.

Relatively favorable conditions in the Southeast Alaska herring business were in sharp contrast to the dearth of fish in Prince William Sound and Kodiak Island. The situation was particularly surprising in the Sound, where the summer-run herring have always been dependable. This year they just did not appear.

Kodiak, of course, had a flat failure last year, and operators were ready for anything this season. They were ready for anything, but got almost nothing. Fishing was very poor, and the small quantity of herring landed came in large degree from Chignik.

Major L. C. "Bud" Holland, U.S.A., has returned from active duty in Korea and resumed his position as assistant general manager to his father, Larry W. Holland, president, Southern California Fish Corporation, Terminal Island, producers of "Blue Sea" tuna, sardines and mackerel. He had been in Japan and Korea for about two years, acting in the capacity of a fishery expert to rehabilitate Korean fisheries.

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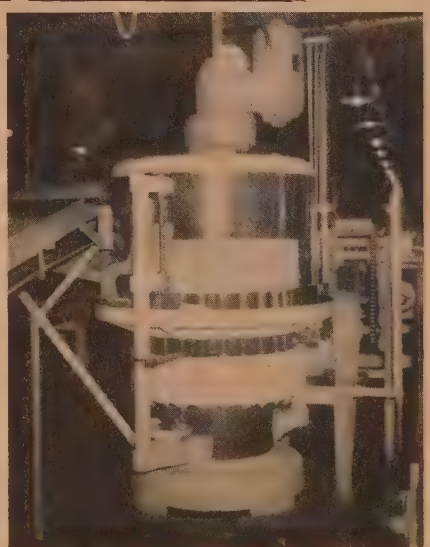

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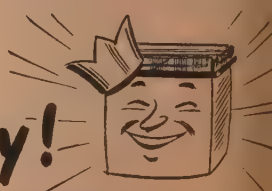

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OLYMPIC ALASKA NEPTUNE

. Packers' Peak ume Yields Lower Net

les exceeding $41,000,000 consti- a new record for British Colum- Packers, Ltd., in the year ended h 31, but owing to a combination nfavorable marketing conditions et earnings were down $942,125. re principal reasons for this ex- nce are given by President John Buchanan. They are: 1. General ase in costs of fish, labor, boat tenance, containers and freight; ability to market all of the large on pack of 1951 owing to re- ed world markets; 3. Sharp drop e value of fish oils; 4. Reduc- in the value of the U. S. dollar rms of Canadian funds; 5. In- e in the income tax rate.

ter referring to demands for still r fish prices and wage rates, Mr. anan declared: "The gravity of arket situation requires realistic ing on the part of all responsible ns in the industry, including fish- n and plant employees, who have tinuous tangible interest in the mic health of the fishery."

. Winch, Pioneer . Packer, Dies

e of the real old-timers of the h Columbia fishing industry, R. inch, founder of the Vancouver cial house bearing his name, died tly at 89. His career was color- eginning when he ran away from in Ontario and herded cattle s the Canadian prairies. In 1893 stablished the Canadian Pacific ing Co. on the Fraser River and years later he shipped the first oad of canned salmon from the nce. The fish sold in Liverpool, nd, for about $5 a case. The ent totalled 30,000 cases, and Winch cleared a profit of $1 a

s success enabled Mr. Winch to canneries at Nootka Sound and e Naas, Skeena and additional s on the Fraser. He also built a ry at Anacortes, Wash. At one l he owned and operated seven ries and one sawmill valued at than $1,600,000.

ray to Washington

urice Rattray, head of Anderson kin, Ltd., and consultant to the se Fisheries Administration, has ered from the effects of an op- n to which he submitted in Car- Calif., in June. Early in August sited his company's offices in le and Vancouver; and then went ashington for a period in the .. offices.

Rattray remarked with inter- on the substantial development chovy canning at Monterey as a er activity prior to the opening e sardine season.

Canadian Fishermen Accept Price Offer in Sales Crisis

Salmon fishing in British Columbia waters was delayed in July by several days' tieup because of disagreement over prices. About 6000 fishermen were affected.

The operators insisted that they could not afford to pay higher prices in view of the shrunken overseas markets and the heavy carryover from last season. Other factors that may have influenced the fishermen's union leaders to counsel a return to fishing were the announcement of the Native Brotherhood (Indians) that it would not observe the tieup orders; and the knowledge that salmon runs were heavy, with large catches being made by American fishermen in Puget Sound.

The operators held to their original offer except for one concession. They agreed to raise the price on Pinks from 7½c to 8c a pound. Otherwise the schedule was unchanged, Sockeyes being paid for at 25c, as in 1951; Coho at 13c; Chums at 5½c.

In explaining its resistance to higher prices, the Fisheries Association of B.C., whose chairman is John M. Buchanan, president of B.C. Packers, referring to the unprecedented carryover of 623,000 full cases (as at June 30) stated:

"Some British Columbia fishing companies have slashed the wholesale price on one species of canned salmon by as much as $7 per case in order to meet the competition from other food commodities.

"While a wide range of prices is being quoted, minimum reductions for fancy quality, brand name stocks are reported to be approximately $3 per case on Sockeye, $5.50 per case on Coho, $1.50 per case on Pinks and $2.50 per case on Chums.

"Faced with these cuts, the operators must obtain prices for raw fish which will aid them to continue in operation and compete in the Canadian market, the only sizeable outlet left for canned salmon. If the union insists on strike action in an attempt to force the companies to meet their demands they will be striking only against themselves. The operators will have no alternative but to close down their plants."

Babine Blockade Staggering Problem in Salmon Salvage

Solution of the problem created in British Columbia by the 1951 rockslide on the Babine River, major spawning stream for the important Skeena River salmon fishery, will be even more difficult than that at Hell's Gate, according to Milo Bell, engineering consultant; E. S. Pretious, head of the hydraulics department, University of British Columbia, and C. H. Clay, divisional engineer of the Canadian department of fisheries.

These and other experts are agreed that the Babine is one of the most challenging problems of its kind to be encountered on the Pacific coast.

A series of recommendations has been made by the experts: 1. To blast some of the larger boulders in the slide to distribute the drop more evenly over a longer stretch of the river. 2. to adopt the brail-and-flume method used at Hell's Gate in 1942-3 to pass fish mechanically over the principal blockade section, if necessary. Suitable equipment is being assembled to meet that contingency.

Engineering surveys aiming at a permanent solution of the problem have been undertaken, and the existing road punched through last fall and this spring to the site of the slide is being improved, so larger and more effective equipment can be employed.

A biological crew is now at the slide and will be engaged there until late fall gathering data on the nature and seriousness of the obstruction by tagging salmon and by other means of observation.

The program is shaping up as one of the biggest of its kind, although the full details for permanent restoration of the Babine will not be determined for some time. Some idea of the difficulties to be overcome is given by the fact that some of the boulders that fell into the river's narrow channel last summer weighed more than 200 tons.

Frozen Silver Pack Short of Expectations

Salmon freezers in Alaska and Puget Sound at presstime reported freezings far short of the usual volume at that time, due to the very real scarcity of Silver salmon. Troll catches off Oregon and Washington to that time had been negligible; and Alaska's catch of Silvers, whether by trolls, traps or seines, was not only far under the near-record levels of 1951 but also short of what is counted normal for the summer months.

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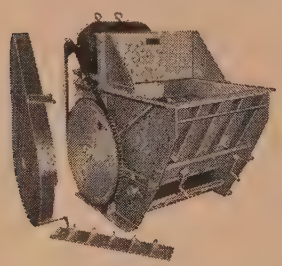

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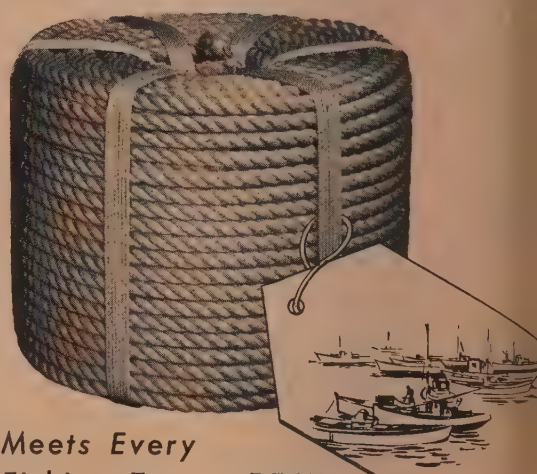

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LINES and LEADERS

ges in Personnel epherd Marine

nk Chalupnik (pronounced c), has been named sales man- Shepherd Marine, San Diego , following the recent resigna- f Hurt Webb, who went to to enter business with his r. Roger Sloan was named nanager by W. W. "Bill" Shep- president of the concern, South- lifornia distributors for Cater- marine diesels, RCA electronic nent, Bendix Depth Recorders, Diesels, Freeman Automatic Pilots, etc.

Offices in San Diego perry Gyroscope

ry Gyroscope Company has into new offices at San Diego, e now located at 701 E. Harbor according to William I. Selo-

J. Cygan, is new manager, les Corporation of Cali- , which handles Pacific sales of Sharples centri- and other processing ma- y. He has been with the any for the past five years ng out of the Chicago office. ackground is in chemical en- ring work. Mr. Cygan takes lace of Thomas J. Griffin, r manager of Sharples Corp. lifornia who retired due to ealth after more than 20 ears with the company.

ver, district manager. Dexter Hayhurst is in charge of sales and service. The new location is near Campbell Machine Company, foot of Eighth St. A number of marine people have their headquarters there, including Naval Architect Art DeFever.

Gene Schultz Joins NC Marine

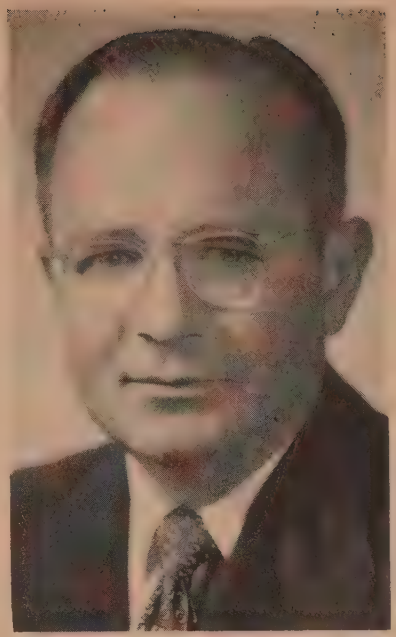
One of the best known diesel engine men in the Northwest, H. E. "Gene" Schultz has joined the staff of N. C. Marine division of the Northern Commercial Company, Caterpillar Marine engine distributors for western Washington, as an engine sales representative.

Schultz is a pioneer in the marine diesel field and has probably called

Gene Schultz is now on the staff of N. C. Marine, Seattle.

on more boat owners and operators in his long career in the business than many others in the field.

Gene Schultz has sold and serviced Caterpillar diesels for many years and brings to N. C. Marine a broad experience with most marine applications.



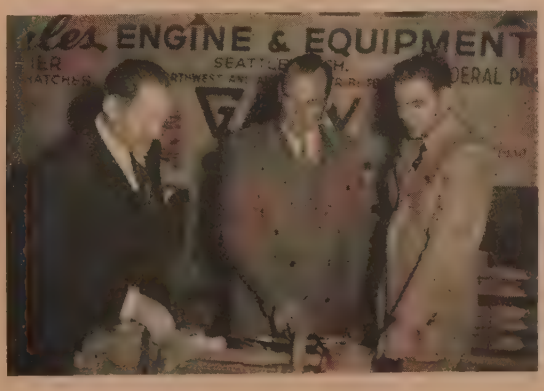
Fred M. Deutsch, promoted by the Marathon Corporation to have charge of all sales activities in connection with Marathon's cartons and overwraps for frozen food products. For the past nine years he has been a frequent caller on the company's Pacific Coast customers.

Gray Engine Personnel Visit Bristol Bay

Fred Granville, field service representative for Gray Marine Motors left Seattle on June 18th for an extensive visit to Bristol Bay. With him are S. O. "Ted" Jules, Northwest distributor for Gray and Arthur Nelson, sales manager for the Jules organization.

In the building and conversion program for the power boats to be used on Bristol Bay this year Gray engines play an important part.

According to Ted Jules one of the features of the Gray program will be the availability of parts and service for Gray marine engines on Bristol Bay during the active fishing season.



Fred Granville, center, points out the features of the Gray Alaska Lugger engine to Ted Jules, left and Arthur Nelson, right.

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A-Tank Cartridges
t Fuel Difficulties

ry Laboratory, South Sudbury, manufacturers of many products marine trade announce another oduct that has long been needed— TANK cartridges. Here's how used:

, caused by condensation, settles ottom of any fuel tank and grad- ts away at the metal until a leak is d. If the tank does not actually a leak, the rust which accumulates d up each time the boat moves, so l line injectors, strainers, carbur- come plugged. This, however, can ented by simply dropping a SAV- cartridge into the tank. It will ze all acids found in petroleum and also deposits a thin protective the bottom of the tank, preventing r from touching the tank, thereby rust and formation of sludge that o much trouble.

-A-TANK in liquid form has been over 500,000 home and industrial tanks and as yet not one single treated has been reported to leak. r the first time SAV-A-TANK in es is available for marine use.

Visits Pacific Coast
s Bearing Distributors

iliar face to most folks in the business on the Pacific Coast was he recent coastwise trip of Lucian tt, national distributor for Good- less Rubber Stern Bearings, who t from Akron, Ohio.

years ago Moffitt pioneered the he rubber stern bearing and be- n it began selling it to the trade s now a well-known item on new boats alike.

reports that business is better r and that more and more Good- rings are being sold to owners of craft, fishing vessels and work all kinds.

Q. Moffitt, left, and Ed- Cunningham, president of Marine Supply Company, est distributors for Good- ern Bearings take time out heir discussions of sales ns to pose for a picture.

Former Partners Operate Separate Supply Stores

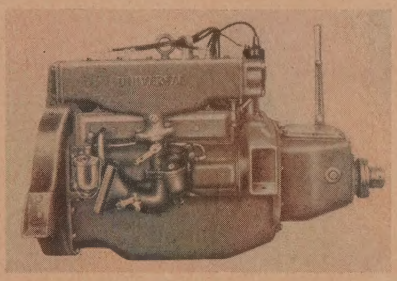
Jack Johnson and Mario J. Salvarezza have dissolved partnership which they formed in May, 1946, under the name of Fishermen & Ship Supply, Fishermen's Wharf, San Francisco.

Both were formerly associated with C. J. Hendry Co., San Francisco. The former partners have divided their extensive stock of ship chandlery and hardware equally. In addition to the ship supply business Mr. Salvarezza will continue the fishing supply and equipment business formerly conducted by the partnership.

Jack Johnson has named his concern Marine & Ship Supply, 390 Jefferson St., San Francisco, Phone ORdway 3-2709 and ORdway 3-2710, and Mr. Salvarezza calls his company Coast Marine Supply, 398 Jefferson St., Phone ORdway 3-1923 and ORdway 3-1924.

Mr. Salvarezza will continue to handle Tubbs Cordage rope, Rochester wire rope and trolling lines, Kollstrand stabilizers and gurdies, Fish Net & Twine Co. netting, and DeBoom paint and varnishes among other well known lines.

Mario's son Bob, a corporal in the Army came home on a month's leave from Korea and helped with the moving.



"Unimite Four," new 65-hp. ultra-compact marine motor by Universal Motor Co.

Universal Motor Co. Reveals Powerful New Marine "Four"

Universal Motor Company, Oshkosh, Wisc., announces production of an entirely new marine motor, named the "Unimite Four," said to be America's most powerful four-cylinder marine motor for its size—delivering 65 horsepower at 3400 r.p.m.

R. G. Klieforth, President, emphasizes that this is a genuinely new motor from every standpoint and not a revamp of an older model. By way of stressing its new design, Mr. Klieforth points to its large piston displacement of 141 cubic inches. The motor measures only 31-15/16" overall, and it weighs only 450 lbs.

Shepherd Sales Territory Stretched by Caterpillar

Shepherd Marine, Southern California distributors for "Caterpillar" marine diesels, has been given an extension of its Lower California sales and service territory, according to an announcement made late in June by W. W. Shepherd, president. Shepherd Marine now has all of **Baja California** up to, but not including Santa Clara, for "Caterpillar" distribution.

C. E. Dietle, manager, Diesel Division, Fairbanks, Morse & Company, Chicago, left, shown with Harry C. Heil, Southern California manager, diesel sales and service, on his recent visit to the Pacific Coast.

Fairbanks Diesel Manager Tells of New O.P. Engine

C. E. Dietle, Manager of the Diesel Engine division of Fairbanks, Morse & Co., Chicago, visited branches of the company on the Coast recently to discuss a new engine the company has developed.

It is an opposed piston design with a range from 3 to 11 cylinders and 225 to 600-hp. The smallest O.P. engine made hitherto was 640-hp.

Schmidt Lithograph Sales Held at All-Time High

Despite generally reduced business for the lithograph industry as a whole, sales of Schmidt Lithograph Company during the past 12 months have equaled its previous fiscal period, highest in the firm's 80-year history. Net profits were lower, due to increased taxes and production costs. So said President Carl R. Schmidt at the company's annual national sales meeting in San Francisco this summer.

Company success during the past year was credited by Mr. Schmidt to three factors—consistent selling; more diversified coordinated creative and production efforts; and Schmidt's basic policy of diversifying its output to include labels, folding boxes, advertising lithography, letterpress printing and corrugated specialties.

Schmidt regional managers and key salesmen from all over the nation attended the three-day meeting and toured the company's recently expanded main plant in San Francisco, whose 12 acres of production space make it one of the country's largest lithographic operations.

Richard Watson is now branch manager for Shepherd Marine at Los Angeles harbor. He succeeded the late George Nichols, and was transferred from the company's Los Angeles plant. The harbor branch is located at 22nd and Miner Streets, in San Pedro.

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ADVERTISING INDEX

Alaska Steamship Co. 78
American Can Co. 7
American Marine Paint Co. 42
Atlas Paint & Varnish Co. 62

Bibb Manufacturing Co. 36
Blackburn & Co., W. R. 33
Bludworth-Marine 55
Brownell & Co., Inc. 30
Bryant's Marina 55
Buelow & Co., C. F. 67

Camillo, J. J. 78
Campbell Machine Co. 78
Canal Electric Co. 55
Carruthers Co., E. H. 74
Caterpillar Tractor Co. ..... Inside Front Cover
Central Fish & Oyster Co. 80
Chris-Craft Corp., Marine Engines 69
Chrysler Corp., Marine Engines 41
Cincotta Bros. 43
Colorado Fuel & Iron Corp. 11
Columbia River Packers Assn. 66
Commercial Fishermen's Inter-Insurance Exchange 50
Continental Can Co. 3
Cowelco 35

D'Acquisto & Sons, A. 76
DeFever, Arthur 78
DeLaval Pacific Co. 64
Diversey Corp., The 27, 64

Ederer Co., R. J. 2
Engine Sales & Service, Inc. 40
Enterprise Engine & Mchny. Co., Marine Diesels 28
Enterprise Manufacturing Co. 37
Ets-Hokin & Galvan 29

Farwest Wrangell Co. 78
Fellows & Stewart 54
Fibreboard Products, Inc. ..... Outside Back Cover
Fishermen's Federation, Inc. 76
Fishermen's Packing Corp. 80
Fiske Bros. Refining Co., Lubriplate Div. 80
Forster Shipbldg. Co. 54
Freedom-Valvoline Oil Co. 71
Freeman, Doc 54
Freeman, Wood 51
Frohman & Sons, L. H. 72

Gavin Bros., Inc. 67
General Motors Corp., Detroit Diesel Div. 32
General Petroleum Corp. 24
Gifford-Wood Co. 76
Gosse Co., F. A. 67
Grandy Boat Co. 78
Gunderson Bros. 31

Haines Oyster Co. 78
Hallett Mfg. Co. 50
Hanson, H. C. 78
Harbor Boatbldg. Co. 49
Hart & Burns, Inc. 39
Heminway & Bartlett Mfg. Co. 30
Hendry Co., C. J. 26
Hiller, Paul W. 78
Independent Salmon Canneries, Inc. 66
Ingersoll-Rand Co. 6
International Nickel Co., Inc. 6
International Paint Co., Inc. 8

Johnson Motors 4

Kelley-Clarke Co. 66
Kettenburg Boat Works 40
Kohlenberger Eng. Corp. 76
Kolstrand Mfg. Co. 78

Larson Boat Shop, Al 54
Lawrence Co., J. E. 79
Linen Thread Co., Inc. 44
Long Beach Salt Co. 74
Lubriplate Div., Fiske Bros. Refining Co. 80

Marine Equipment Co. 27
Marine Products Co., Pumps 69
Mauricio & Sons 55
McKinney Co., H. G. 51, 55
McLaughlin Co., H. G. 78
Med-O-Milk, Inc. 31
Metal Marine Pilot 51
Michigan Wheel Co. 62
Mishawaka Rubber & Woolen Mfg. Co. 62
Monk, Edwin 55
Murphy Diesel Co. 46
Mustad & Son, O. 42

N. C. Marine 43
National Steel & Shipbldg. Corp. 78
National Supply Co., Engine Div. 40, 58
Newby, G. Bruce 78
New England Fish Co. 68
Nordberg Mfg. Co. 56
Nordby Supply Co. 33
Northern Products Corp. 79
Northwest Instrument Co. 31
Nuttall-Styris Co. 78

Oceanic Sales Co. 62
Oxenberg Bros. 66

Pacific American Fisheries, Inc. 60
Pacific Bearing & Eqpt. Co. 54
Pacific Electronics 55
Pacific Marine Supply Co. 12
Pacific Tel. & Tel. Co. 72
Pacific Towboat & Salvage Co. 54
Pan American Radio Corp. 74
Pan Asiatic Trading Co. 54
Petersburg Cold Storage Co. 78
Pettit Paint Co., Inc. 22
Plymouth Cordage Co. 53
Portable Light Co., Inc. 69
Powers Refrigeration 78

Radiomarine Corp. of America
Sagstad Shipyard
San Diego Marine Constr. Co.
San Juan Fishing & Packing Co.
Seaside Supply Stores
Sharples Corp.
Shell Oil Co. ..... Inside Back
Shepherd Marine
Snow-Nabstedt Gear Corp.
Sperry Gyroscope Co.
Staley Mfg. Co., A. E.
Standard Oil Co. of Calif.
Standard Steel Corp.
Starr Net Co., A. M.
Stay-Tite Products Co.
Stix, Inc., Robert L.
Sudbury Laboratory
Sunde & d'Evers Co.

Tacoma Boatbldg. Co.
Techkote Co., The
Thomson Machine Works
Tower Co., A. J.
Tri-Pak Machinery Service, Inc.
Tubbs Cordage Co.

Union Oil Co.
U. S. Thermo Control Co.
Universal Motor Co.

Vita Food Products, Inc.

Walter Machine Co., G.
Washington Iron Works
Washington Stove Works
Wendt, Ivar
White & Sons, Inc., Wilfrid O.
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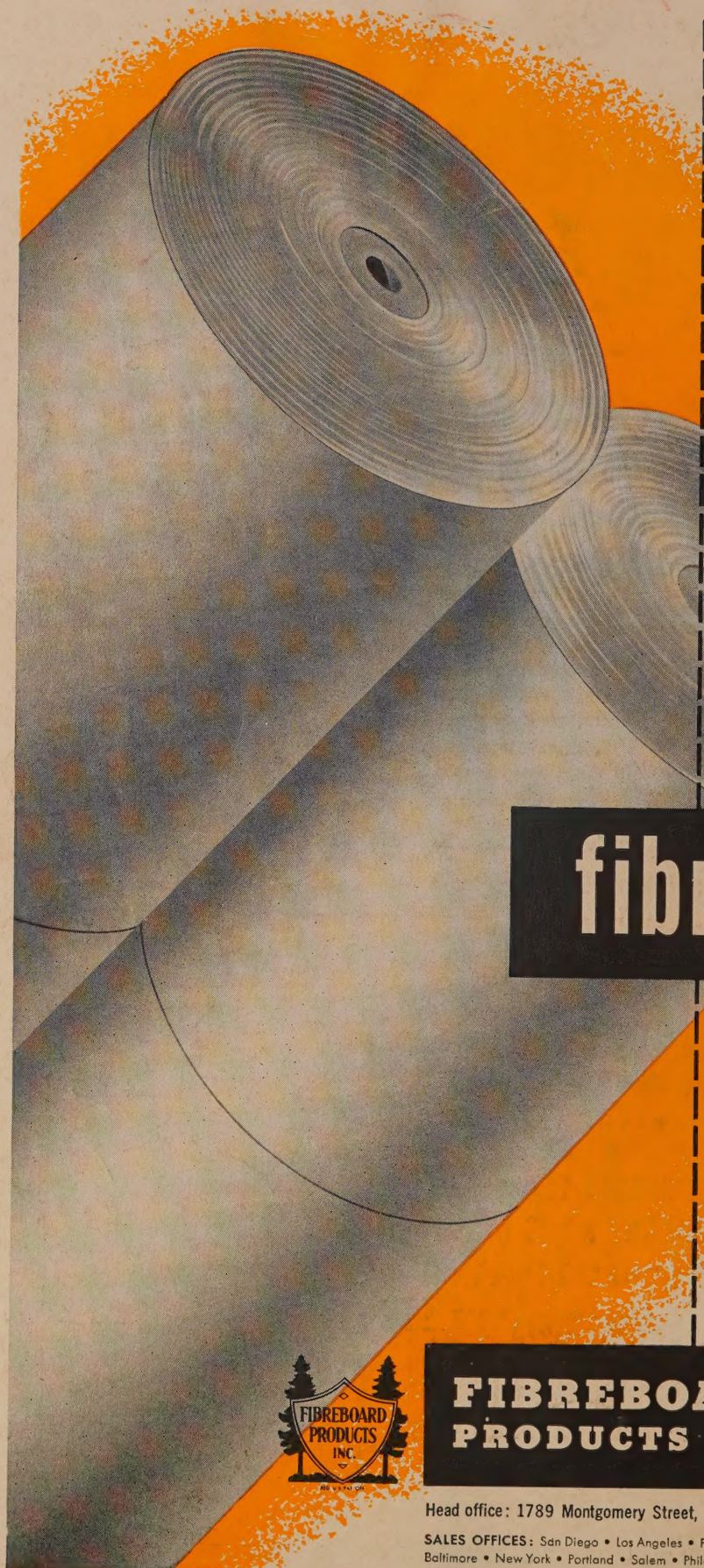

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